HISTORY OF FRENCHTOWN

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FRANK B. FARGO 1833-1902



FRENCHTOWN

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With Interesting Sidelights on Surrounding Communities

By CLARENCE B. FARGO

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THIS BOOK IS DEDICATED

AS A

TRIBUTE

TO THE MEMORY OF MY FATHER FRANK B. FARGO 1833—1902

AND TO MY MOTHER
ANNA HUNT FARGO
1860—1907



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FOREWORD

A REAL personal interest in the affairs of the FRENCHTOWN of yesterday, of to-day, and of the to-morrows has been the compelling factor behind the writing of this book. I trust that not only may it prove interesting reading for the whiling away of a pleasant hour, but also, that it might prove of some value for reference where and when facts and figures concerning FRENCHTOWN are desirable.

In doing the research work for material, it has, of course, been necessary to consult numerous volumes on history, biography, etc., as well as periodical files, clippings and scrap books. Personal recollections of some of our older citizens have also been helpful.

Largely responsible for the success of this undertaking, therefore, are those many friends, may I say both of myself and of Frenchtown, who have so helpfully co-operated in various ways; their assistance proving an invaluable aid in the preparation of this manuscript.

Therefore, as a token of appreciation, an expression of thanks is here publicly made to Mrs. Jacob Schanck, Harry J. Able, Edward W. Bloom, Mrs. Eliza Apgar, Miss Lily Apgar,

Nathan L. Shurtz, William R. Roberson, Mrs. Peter Nestley, Godfrey Hawk, Walter McIntyre, G. Walter Stover, Walter Stahler, Herbert Heisel, Jr., Charles A. Manners, Mrs. Harlan Besson, Mrs. Lizzie K. Hummer, Mrs. Lizzie Kline, Mrs. Catherine Bellis, Orren Weiss, Hugh Sinclair, Jr., Levi Hoffman, Owen B. Kerr, W. W. Thatcher, Miss Kate Thatcher and Jonas B. Lyons.

And now, in closing these few prefatory remarks, permit me to express it as my sincere wish that the reading of this volume may bring you a pleasant and reminiscent hour and, that its interest and value may increase as a reference volume with the inevitable passing of the years.

Most sincerely yours,

CLARENCE B. FARGO.

Frenchtown, N. J., A. D., 1933.

EARLY SETTLEMENT OF NEW JERSEY

IMMEDIATELY after Nieuw Amsterdam passed from Dutch possession into British control, King Charles made an extensive grant of territory to his brother, the Duke of York. The duke in turn conveyed a portion of this territory, now the state of New Jersey, on June 23, 1664, to Lord Berkeley and Sir George Carteret; the latter becoming the first English governor of the state.

Some of the inhabitants having earlier purchased their lands from the Indians, and refusing to pay the proprietors any rent, the colonies became disturbed by domestic disputes and insurrection.

We shall not here enter into the full story of the vicissitudes that followed the founding of the colony, but make mere mention of its division into East Jersey and West Jersey, each division with its own separate governor; the dividing line extending obliquely across the extreme northwestern tip of the colony and terminating at Egg Harbor.

Time marches on! In that historic year of 1776 we find the first State Legislature in session. William Livingston is governor, and so continues to 1790. Members of the Legislature

from Hunterdon County are John Hart, Speaker; John Mahelem, Charles Cox. The first United States Senator is the Hon. Jonathan Elmer, March 4, 1789, to March 3, 1791.

Game, beast, fowl and fish, was exceedingly abundant in the colony, and the early larger wild life consisted of deer in great abundance, wolves and panthers; the two last mentioned now extinct for many years.

At the conclusion of the Revolution the colonies were all but prostrate; no business; paper money depreciated and practically worthless. In April of 1783 Congress asked the states to approve an act vesting in that body the power to levy taxes to an amount of \$1,500,000, in order that its debts might be paid and its credit preserved. All the states agreed with the exception of New York and, as unanimous consent was necessary, nothing could be done at the time. The later adoption of the Constitution of the United States, and subsequent history of our country need not be further dwelt upon except to point out that the first asking of Congress for \$1,500,000, as compared to the additional or extra \$1,200,000,000 (almost one thousand times the first named amount) of taxes that our House of Representatives is struggling over in an effort to balance the budget, as this is written, helps to speak eloquently indeed of the development of this great

nation, and gives great promise of even larger things for the future.

Indians in New Jersey

At the time of the coming of the whites to New Jersey, this part of the country was inhabited by Delaware Indians, who were divided into three tribes known as the Menamis, Unalachtgo and Minsi groups. Largely they were peaceful and friendly with the whites, but the Minsi (being interpreted "wolf") was the most warlike as their name would imply. Again, the various tribes would frequently split into family groups and, settling near some stream, give their name to the location. This, no doubt, accounts for the Indian names as applied to the creeks flowing into the Delaware here, and known as the Big and Little Nickisakawick; also the Quequacommissicong just this side of Milford.

It was customary with these Indians when they buried their dead, to put family utensils, bows and arrows, and sometimes wampum in the grave with the body as a token of affection and probably to help them on their way to the "happy hunting ground." They carefully preserved the graves and frequently visited them, having a number of cemeteries located at various points. They would not, however, allow the mentioning of the name of a friend after death. Sometimes

they streaked their faces with black in mourning for one departed, other times they would paint them red.

Their chief employment was, of course, in hunting and fishing, but they also made canoes, bowls and wooden and earthenware of various sorts. Their young men married at sixteen or seventeen years of age if by that time they had given sufficient proof of their manhood by their prowess in hunting. The girls were marriageable at thirteen or fourteen.

If sober, the Indians rarely quarreled among themselves. They soon, however, acquired a great fondness for "fire water" and when under its influence, would quarrel and fight the equal of any. This evil became so great that the Legislature felt obliged, in 1757, to pass an act penalizing the selling of strong drink to the Indians.

Hostile relations existed between the whites and the Indians on several occasions and records show that sometimes the whites were the real "savages." Some of the scalping parties penetrated within thirty miles of Philadelphia. The marauding parties were infrequent and consisted of small bands, yet the inhabitants did not rest so well of nights for fear of what might come. A treaty with the Indians was concluded however at Easton on October 26, 1758, ending difficulties with the Indians in New Jersey.

In the year 1802 the last remnant of these early possessors of the soil, then living in Burlington County, obtained permission to sell their lands and remove to a settlement along the shores of Oneida Lake in New York state.

SLAVERY DAYS

The present-day generation, if not informed otherwise, would probably never imagine that the practice of slavery ever existed in the state of New Jersey. Such was a fact, however; the holding of slaves in this state finally being stamped out by law and the last slaves freed from servitude in about the year 1840, at which time the holdings of human chattels in New Jersey had dwindled from a high water mark of over 12,000, to a low point of but 674.

As late as 1838 there is record of Peter I. Case advertising a runaway negro from Frenchtown. (Mr. Case's name is frequently found on the pages of Mr. W. W. Hedge's general store day book of this period.)

A colored woman, named Sophia Nickens, was born in Frenchtown in the year of 1807. Her mother before her was a slave owned by Paul Henri Mallet-Prevost, and in about 1812 she was sold to Moses Everitt, of Kingwood Township, and after his death, to Peter Snyder, of the same township.

Many know of the old burying ground located just above the upper ice pond (Kerr's), but probably very few are acquainted with the existence of a Negro burying ground near this place, westerly toward the river, and now passed over by the right-of-way of the railroad. It is told that the Irish laborers on the job of building the road bed over this spot could hardly be held to the work, because, no doubt, of superstition and possible fear of "banshees."

Scenes of the Revolutionary Period

While General Washington is not recorded as having been at any time in the immediate vicinity of Frenchtown; it is on record that a portion of the army under his command was located at Lambertville at one time during the conflict; also, that following the disastrous retreat just prior to the Battle of Trenton; a portion of his troops crossed the Delaware at Coryell's Ferry as the present site of Lambertville was then known; Emanuel Coryell having settled there in the year 1732 and operated a ferry across the river at that point.

Flemington also enters the Revolutionary picture at the end of the year 1778, when a detachment or advance guard of about twenty British soldiers, under the command of Cornet Geary, left a larger body at Pennington and proceeded to Flemington where, after having destroyed a few

arms, they returned the same day. Having passed through Ringoes in the early morning, a few male inhabitants aroused a militia captain; they collected all available firearms, powder and ball and, as the redcoats were returning, the citizens ambushed them. Cornet Francis Geary was mortally wounded, and his burial place is still marked on the road between Ringoes and Flemington. His men fled, panic-stricken, back toward Flemington, seized a native on the way and forced him to pilot them across country to the New Brunswick-Trenton road, and from thence making a speedy return to their own lines. It was believed that this well-timed ambuscade undoubtedly saved this part of the state from being overrun with British troops.

During the Revolutionary period, Washington, with a detachment of soldiers, was encamped near Flemington and had his headquarters at the resi-

dence of a Colonel Stewart.

The British General, Howe, crossed over the ferry at what is now Frenchtown, on Thursday morning, October 2, 1777, after the Battle of the Brandywine.

After the Battle of Saratoga, in which engagement a portion of Burgoyne's army was captured by General Gates; the captured redcoats were marched over a route that took them over the "King's Highway," which is the road running

north and south through Baptistown. At this point they turned west toward the river, crossed the Nickisakawick Creek into the village and, proceeding by way of what is now Race and Bridge Streets to the river, were ferried across and marched on to an important army post of Revolutionary days, located at Carlisle, Pa.

FRENCHTOWN

FRENCHTOWN is a delightfully situated Borough, with a present population of nearly twelve hundred. Nestled in a fertile valley on the eastern bank of the Delaware, it is surrounded by beautiful and picturesque scenery, and is a place of some historic and romantic interest. Located thirty-two miles north of Trenton and nineteen miles south of Easton. Flemington, the County seat, is twelve miles inland. The Belvidere Division of the Pennsylvania Railroad passes through the community; train service both ways is good, and Frenchtown is readily accessible by automobile from all directions. Originally a part of both Alexandria and Kingwood Townships, the town was incorporated as a Borough in 1867.

Alexandria Township was incorporated in 1798 and is about eight miles long and six miles in width. In 1840 the entire township contained but ten stores and nine schools. Early rural populations were always well supplied with both grist mills and saw mills, and the township boasted of having ten of each at the period last mentioned.

Kingwood Township was also incorporated in 1798, and is about fourteen miles long and only four miles in width. In the early comparative

period of 1840 it had eight stores, six grist mills, four saw mills and six schools.

Hunterdon County, in which Frenchtown is situated, was originally much larger in area than it is at the present time. It was first set off as a separate county from Burlington in the year 1713, and named after Robert Hunter, then the Governor of the state. Later it was reduced in size to form the additional counties of Warren, Sussex, Morris, and later a part of Mercer. County court was first held in Trenton, but later removed to Flemington, the present seat of justice. The original courthouse at Flemington was built in 1791, destroyed by fire in 1828, and rebuilt at a cost of about \$14,000.

Although deprived of more than half its original territory, Hunterdon soon became the wealthiest and most populous of all the counties. There were several reasons for this. In early days, travel by water was the most convenient way, and the tide of settlement, flowing up the Delaware as far as the present Townships of Kingwood, Alexandria and Delaware, as well as by way of the Raritan River which, at its nearest point, approaches within twenty miles of the Delaware, brought about a rapid settling of this section of the state. Here the settlers found a favorable climate; much less rigorous than that of the New England Colonies, fertile soil and an abundance

of game and fish. Grist mills sprang up along every stream and wheat soon became the principal product of the soil. This was of very great importance during the days of the Revolution in the supplying of flour to that part of the army which almost continually hovered between Philadelphia and New York City.

In reading the history of the county, it is interesting to learn that two of the principal roads of early days were simply continuations of earlier Indian paths. The "Old York Road" leading to Philadelphia was a path made by Indians down to the Delaware, and crossing to the Jersey side, proceeded to the present site of Newark by way of Lambertville, Mount Airy, Ringoes and Flemington. Another old Indian path, afterwards becoming a road, crossed this one at Ringoes.

Milford, the nearest town to the north, was originally known as Burnt Mills because of some mills destroyed by fire at an early date. Later, or until about 1810, it was called Lowreytown after the Lowrey family who at one time owned a vast tract of land that took in the present sites of both Frenchtown and Milford. In 1840 the village of Milford had three stores, two saw mills, two churches and forty-five dwellings. The bridge spanning the Delaware at this point was built in 1841 at a cost of about \$20,000. Mount Pleas-

ant had a Presbyterian Church in the early 1840s, a tavern, a store and about fifteen dwellings. Everittstown was of about the same size. Pittstown had two stores, a tavern, a grist mill and twelve dwellings. Lambertville had a population of "nearly one thousand" and the recorded population of Clinton was 520 and Flemington, "600 souls."

Baptistown was located along the King's Highway and early settlers located there about 1714.

Kingwood was also settled early, and was formerly known as Johnson's Tavern.

Spring Mills was known as Pettit's Mill as early as 1747.

THE LOWREYS

In Colonial and Revolutionary days the present site of the Borough of Frenchtown was a mingling of farm land and "howling wilderness." The picture of this day begins with two men named John Stevens and James Parker who then held title to the land. Under date of May 20, 1776, just a few short weeks before the signing of the Declaration of Independence, these men and their wives deeded this land to Thomas Lowrey, of Flemington. In 1785 Lowrey sold off 107½ acres at Flemington for £800 and moved to Frenchtown.

For some reason unknown to us Thomas Lowrey deeded the Frenchtown tract to a William Lowrey (of whose personality we have no record) and William deeded it back to Thomas in 1794.

After selling to Prevost as hereinafter recited, he and his wife moved to land owned by them at Burnt Mills, later called Lowreytown until about 1800, and now Milford. Here he built another home; a part of the present Gibson House, but Mrs. Lowrey not liking this, he built a second house nearby and removed thereto. Lowrey built the grist mill at Milford along the river; also a saw mill. Later he removed again to Frenchtown where he died in 1809 and was buried at the Kingwood Presbyterian Burying Ground.

THE PREVOSTS APPEAR ON THE SCENE

Under date of December 4, 1794, Thomas Lowrey deeded a tract of 893 acres to Nicholas Louis Fontaine de Fresnoye, the secretary of Paul Henri Mallet-Prevost, who had fled the scene of the French Revolution and settled at this point along the banks of the Delaware.

We find that on November 25, 1795, de Fresnoye deeded slightly more than sixty-seven acres of this tract to one Francois Dufrene Femere; he in turn, deeded it to Lewis D. Carpentier, May 13, 1798, who passed title June 16, 1801, to Andrew Mallet-Prevost.

Early the following year de Fresnoye, on January 19, conveyed slightly more than 825 acres to Andrew Mallet-Prevost, so that at this date the entire original purchase of 893 acres now stood in the name of the eldest son of Paul Henri Mallet-Prevost.

Paul Hénri Mallet-Prevost was born in Geneva, Switzerland, in the year 1756, emigrated to America in 1794 and, seeking a secluded spot where he might spend the rest of his days in peace, he purchased a tract of 893 acres along the bank

of the Delaware and called the little settlement, Alexandria, after the Township of which it was a part. It is interesting also to learn that, on an old map, dated 1759, an earlier name for this locality was that of Sunbeam.

Gradually a small settlement grew up about Prevost, and the people taking him for a Frenchman, called the place Frenchtown.

Paul Henri was blessed with an excellent education. At an early age he entered the banking house of his uncle as a clerk. In 1779 he married Jeanne Elizabeth Patry; his bride-to-be fleeing with him from a convent where she was to take the veil.

Finally in 1788 Paul Henri removed with his family to Paris to take up banking connections there. On August 10, 1792, the French Communé, under the leadership of Danton, supplanted the Assembly; the King and his family were made prisoners, and the King's Swiss Guards were massacred.

Paul Henri, after saving many of his unfortunate countrymen; gathered his family together in the garden of their house, and later succeeded in getting them out of Paris in the midst of the horrible massacres then taking place, and sent them to Saint Andre, near the coast, but as France was at war with foreign powers, Paul Henri, being an officer, remained at his post. Shortly before this, Josephine, who afterwards became the wife of Napoleon, spent two weeks at Paul Henri's house with her daughter, Hortense, who later became Queen of Holland.

Not long afterwards Paul Henri was appointed administrator of army convoys; later returning to Paris, and he was there when the King was executed on January 21, 1793.

Under the threat of foreign invasion, the French Revolution was entering upon its last stages and heads were falling fast. Word coming to Paul Henri that his name had been listed among those to be guillotined, he decided that his immediate escape was necessary. He was pursued, but daringly riding down a steep cliff on horseback, with bullets flying after him, he succeeded in reaching the coast unharmed.

After many vicissitudes he was finally reunited with his family in Berne, but Paul Henri was not safe even there, and once more obliged to flee; leaving his family behind, and going from place to place, he went to Germany, and finally to Holland. He was repeatedly seized as a French spy, but eventually sailed from Holland for England, and in June, 1794, sailed for New York. A little more than a year later he and his family were happily reunited on the banks of the Delaware at Alexandria. Here he led a provincial life, served as Justice of the Peace and as a lay mem-

ber of the County Court. His wife passed away in 1810, and after twenty-five lonely years, Paul Henri died as he had lived, a stranger in a strange land, and in his eightieth year was laid to rest within sight of the house that had been his home for forty years.

Following are the names and records of the sons of Paul Henri Mallet-Prevost and Jeanne Elizabeth Patry, his wife:

ANDREW MALLET-PREVOST

Born in Geneva in 1780, he was fifteen years of age when he arrived in America with his mother and two brothers. For a number of years he assisted in the management of his father's estate in Alexandria, but in 1804 he removed to Philadelphia, where he died in 1850.

HENRI MALLET-PREVOST

Born in Geneva in 1783. During his early years he lived with his parents at Alexandria (Frenchtown), but while still a very young man, he removed to Philadelphia, where he died in 1843.

Louis Andre Mallet-Prevost

Was only ten years of age when the family arrived in America. The greater part of his life was spent at Frenchtown. Late in life, on retiring from business, he removed to Pottstown, Pa., and died there in 1872.

Following is the inscription that may be read on the tombstone located on the Prevost plot, just a few hundred feet from the entrance to the Frenchtown Cemetery:

To the memory of

PAUL HENRI MALLET-PREVOST decd 5th January 1833, AE 79

JEANNE ELIZABETH PATRY

his wife

decd in 1810, AE 54

FRANCIS LEWIS MALLET-PREVOST his brother

decd in 1824, AE 60

all natives of Geneva & interred within a few feet of this spot. This tablet is erected by their surviving descendents in

1837

Note.—The "AE" on the Tablet is an abbreviation of "Age."

AARON BURR

The name of Aaron Burr is a familiar one to all students of American history. A Vice-President of the United States; shooting Alexander Hamilton, Secretary of the Treasury under President Washington, in a duel. Later conspiring to found an empire in the west; tried and acquitted after the failure of the conspiracy; finally meeting the destiny of all mortals, and buried at Princeton, N. J., in the same plot of ground where lay the remains of his father, a former President of Princeton University.

Aaron Burr had married the widow of Colonel James Marcus Prevost, who had once held the office of commander-in-chief of the King's forces in New Jersey. He was a distant connection of Paul Henri Mallet-Prevost.

Tradition tells us that one evening in the year of 1804, a lady and gentleman on horseback rode up to the Prevost residence and asked the privilege of a short period of rest. As they obviously were persons of consequence, Prevost not only welcomed them as his guests for supper, but pressed them to spend the night. They replied that they had ridden far and would be glad to accept the hospitality offered. They then made themselves known. The gentleman said his name was Aaron Burr, former Vice-President of the United States, and that the lady was his daughter, Miss Theodosia Burr. It was the year of the Burr-Hamilton duel and very possibly Burr was in virtual hiding at the time.

The fact came out in conversation that Miss

Burr and her host were, in a sense, relatives. Aaron Burr was dreaming of his coming Empire. All evening long he talked and talked of his ambitions, while his daughter, by shaking her head and frowning, signified to Mallet-Prevost that her father's words should not be taken seriously.

And, what eventually became of Miss Theodosia? One would hope for the best for a young lady of much charm and beauty, but mystery enshrouds her fate. Quoting from Pidgeon's "Blennerhassett," we read these words: "As the pirates reached the ship, Theodosia grasped a cutlass." One theory has it that she perished in a storm at sea, another that she was obliged to "walk the plank" after capture by notorious wreckers infesting the Atlantic coast at the time, and still another, that she lived for nearly a year as the prisoner of pirates, chained to the wall of the pirate captain's cabin and died, still in chains.

Surely the lives of these two people approach the rating of classic tragedy, for Theodosia Burr was the only daughter of Aaron Burr, Vice-President of the United States, the man who came so close to becoming President that he tied Jefferson in electoral votes, and later fell so far from his high estate that he was tried for treason and became an exile.

During Postmaster Sherman's term, the com-

munity was given one more glimpse of old Mallet-Prevost: man of mystery. On exhibit at that time, in the window of the postoffice, was to be seen a worn old traveling case or chest, made of an odd combination of reeds and leather and about the size of a small steamer trunk. This chest was said to be the very box that Prevost brought with him when he settled here. It was alleged that at that time it was full of money: gold, silver and foreign bank notes. It may have been from this hoard that Mallet-Prevost made his three payments for the big tract of land that he bought from Lowrey, and from which he drew his living expenses during the years that followed.

EARLY VILLAGE LIFE AND DEVELOPMENT

The beginning of Frenchtown as a village is with the advent of Thomas Lowrey, who came from Flemington in 1785 and built a grist mill near the river, also a saw mill. He erected a dwelling near the corner in the road, now known as the intersection of Bridge and Race Streets. These have all since vanished. There was, however a grist mill already standing on or near the present site of the Worman mill so early as 1736. This old mill was approached by an alley now known as South Harrison Street, there being no Cemetery Street, or Trenton Avenue, as it is now named, until many years later.

In these early days the road leading from Flemington to the river crossed the King's Highway at Baptistown and ran west to the Nickisakawick creek. Crossing the creek it branched both right and left, the right turn leading to the present site of Milford, with a branch off to Everittstown. The left turn is now Race and Bridge Streets and extended to the river bank.

The next actor to appear on the scene was Paul Henri Mallet-Prevost as we have already related,

Lowrey. He proceeded to build a brick house for his own occupancy at the mouth of the Nickisakawick where it flows into the Delaware. This house is still standing in an excellent state of repair and practically as it was when built excepting for the addition of a piazza. It is the present home of Mr. and Mrs. Godfrey Hawk. Somewhat later Prevost built a half stone, half frame house which, however, has been so much remodeled as to have lost all semblance to its original form. This is the house near the depot, formerly occupied by former Mayor Sherman for a term of years, and now the home of Mrs. Anna Kerr. Its spacious lawn contains the same old shade of early years, but originally it extended down to the river's edge. This yard was famous for its grapes and the wellknown variety "Delaware" originated from cuttings taken from Prevost's vines.

The old stone house to the right as one proceeds down Trenton Avenue from Bridge Street, is over one hundred years old; it having been built some time after the erection of the two Prevost houses.

Main Street (now Bridge Street) is next pictured as it existed in the 1830s. There was no bridge as yet. Crossing the river was by means of a hand-poled ferry or flat boat at a point just below the present bridge site. Near the river, on the south side of the street at about the present

location of the depot, was a little watch and clock repair shop operated by Jacob Welch; later it was used as a tailor shop by Daniel Curtis.

The first store in the village was a little low story-and-a-half frame structure at about the present site of the Milbury Store. In 1820 this store was being run by Thomas Bayley.

An old saw mill stood at the east end of the street along the mill race, and a log pond or basin occupied the present site of the residence of Norman Worman. The old pond was later filled in and the house was built by James White, who was a brother-in-law and, at one time, a partner of David Worman.

Between the little shop near the river, and the saw mill, there were but one store, two houses and a few little shops.

On the opposite side of Main Street stood the old brick hotel next to the river, built in 1805 by Paul Henri Mallet-Prevost. Next to the hotel was a small general store run by W. W. Hedges, who afterwards became postmaster, and later on a partner in the lumber firm of Hedges and Reading as elsewhere recited.

The residence of Samuel O. Eddy was built about 1805. It was later increased in size by addition to the rear, as well as a third story added by Hugh E. Warford during the years of his occupancy.

Samuel Powers had a blacksmith shop and a little house on the present site of the National Hotel. About 1833 he built an addition to his house and turned it into a "hotel." He erected the sign of the "Buck" and this was the second hotel in the village.

There were no houses or other buildings further north on Milford Road; an old apple orchard extended from this point up as far as what is now Fifth Street.

In 1836, Hugh Capner came from Flemington, bought a considerable strip of land north of Main Street from Paul Henri Mallet-Prevost, and opened Harrison Street up to its present intersection with Fifth Street. He also laid out the cross streets from Milford Road to the river. Beyond the point of Fifth Street was the Capner farm, and the house later owned by George W. Bunn, Levi Hoffman, and the present home of George W. Eddy was the Capner farmhouse, and the barn was located at the present junction of Sixth and Harrison Streets. The line fence that blocked the end of Harrison Street at Fifth was crossed by means of a short flight of steps leading to the top of the fence and down on the other side.

Harry J. Able's residence was built in 1833; the present year being the centenary anniversary of its building. It was early occupied by Opdyke Brothers, as a drug store, furniture and undertaking establishment; they later removing to the corner of Bridge and Race Streets.

At this period, or in the early 1830s, there was no Harrison Street. Nothing but the beginning of a lane at what is now Bridge and Harrison. This lane followed the present course of the street up to Second, then turned east, and ended at about the present site of the Town Hall. On the southeast corner of this alley at its turn, there stood a little old frame farm house that was, for forty years, the home of Louis LaRoche, who afterwards built the American Hotel, or, as it was later known, the Temperance House. This old farm house was later used as an office by Hann & Williams until both this and their spoke mill were destroyed by the 1878 fire.

On the corner now occupied by the three-story brick Hummer Building, and prior to the erection of a two-and-a-half-story frame building earlier on this site; Thomas Pittinger, father of H. H. (Okey) Pittinger, had a blacksmith shop and frame dwelling here. Later he moved his blacksmith shop to the opposite side of the street to the present site of a brick store building where "Okey" for so many years kept store and sold "most everything from a needle to a locomotive." The first drug store in the village later occupied part of the old Pittinger house and was conducted

VILLAGE LIFE AND DEVELOPMENT

by John Hull. Mr. Pittinger built a home next to his shop and on the present site of the frame dwelling directly opposite the mouth of Harrison Street. In later years, "Okey" moved the old house to the back of the brick store, on South Harrison Street, and erected a new dwelling.

The present site of the A. & P. store opposite the bank was occupied in the early days by a little old building in which Lewis M. Prevost had his office as Justice of the Peace. Here also was started the first Sunday school in Frenchtown in 1838, by a governess employed by the Prevost family. Later the present store was built, high up in the air however as was the style of that day, with a flight of five or six steps to climb before one got to the store entrance. In this building a general store was run by Oliver Worman. Afterwards he built the large three-story brick store now occupied by Wilmot Milbury, and the stone residence next to the store now occupied by Mrs. Eliza Apgar. He moved to the new site in 1869. Later, Worman failed in business and left Frenchtown.

It may be interesting to know that on the site where Worman built his new stone house there stood an old frame house which was jacked up to be moved to another location, but just as operations were well under way, the old house fell to pieces and was a total loss. After the failure of Worman, these properties were purchased by Hugh E. Warford, who had lived and kept store directly opposite on Bridge Street. He removed both his home and business to the newly purchased property. In addition to his career as a merchant, Mr. Warford was a former President of the Bank, owned considerable real estate in the business section, was a secretary of the Hunterdon County Sunday School Association, and a "pillar" in the Presbyterian Church. He died suddenly on October 21, 1887.

In the early 1840's the third hotel was built by Lewis F. LaRoche, at what is now the corner of Bridge and Harrison Streets, and destroyed in the 1878 fire. He was a son of Zachariah La Roche, who came to this section with the Prevosts.

In addition to the hotels, there were, at this period, the two stores, one grist mill, one saw mill and twenty-five dwellings in the village.

A Charter was granted for the construction of a bridge across the Delaware in 1841. The Milford Bridge came slightly earlier than the one at Frenchtown. Whether from a feeling of smalltown jealousy, or from a real feeling that a second bridge so near was not needed, a substantial Milford citizen of that day remarked: "Frenchtown had better build a poorhouse." However, Lewis M. Prevost, John Rodenbaugh, Hugh Capner and others pushed the project

through to a successful conclusion, so that in 1843 the bridge could be crossed on foot and it reached completion during the following year.

The old frame store at the corner of Bridge Street and Trenton Avenue was operated by Lewis M. Prevost & Son as the "Big Gun." Later it was operated by Andrew Roberson under the same name. A former resident afterwards remarked: "At last the 'Big Gun' was overcharged and it 'busted,' and no doubt some of the fragments can still be found around Frenchtown." In 1876 Roberson's assignees sold out to Philip G. Reading, and his sons, James and Charles N., opened the store for business in the spring of 1877.

The National Hotel was built on the former site of the "Buck" by Robert L. Williams in 1850, and August Godley built a distillery in 1851 on Trenton Avenue below the Little Nickisakawick on the site now occupied by Sunshine Mills. The old distillery was later destroyed by fire. Just to the south of it was a cooperage shop run by Jonathan Beers, and later remodeled by him as a dwelling.

Before the 1878 fire there was a dance hall with horse sheds underneath it on Harrison Street, next to the hotel. Later, the hall was turned into a printing plant and Charles Joiner's weekly, The Press, published there until the fire, when with a single issue printed in Trenton immediately after the fire, the publication was discontinued.

For many years there were no street lights in the village and if one had occasion to be abroad of a dark night it behooved him (or her), to carry their own lantern to avoid mishaps. Sidewalks, where there were any at all, were mostly of hemlock boards nailed down to stringers and it was not infrequently that a board would leave loose at one end, fly up, and bring about a loss of dignity if nothing worse. The public streets were red, ankle deep dust—or sticky mud, and the only street cleaners were the ladies' trailing skirts; the prevailing mode of the day.

In the course of time street lamps were placed at intersections along Harrison and Bridge Streets, with a few elsewhere, and a man employed to tend them at the munificent pay of nine dollars monthly. Excepting in periods of full moon, when the lamps remained unlighted, the lamp lighter must visit each lamp every morning, extinguish the lights, fill and clean the lamps; carrying a short ladder and a five-gallon can with him; then return again and light the lamps at the approach of evening. Needless to say, he earned his money.

COMING OF THE RAILROAD

The first train to come over the railroad as

far as Frenchtown was on February 4, 1853, and the first passenger train to travel the entire length of the line from Trenton to Manunka Chunk made the trip on March 5, 1855. In the early days of railroad travel reports were published in the newspapers of "traveling at the terrific speed of fifteen miles an hour."

The original name of the railroad was the "Belvidere and Delaware" with headquarters at Lambertville. The road was chartered by the state of New Jersey in 1836. When finally completed it extended for a distance of sixty-eight miles, and the total cost of building the road and purchasing the equipment was \$2,242,862.68. This was truly an immense sum of money in those days.

Eventually the Belvidere and Delaware Railroad became a unit of the United Railroad and Canals of New Jersey. This next was leased by the Pennsylvania for a period of 999 years; the stockholders receiving a guarantee of ten per cent dividends. It is now known as the Belvidere Division of the Pennsylvania Railroad.

The telegraph office was first opened for the transaction of business on May 4, 1864.

RIVER SCENES AND ACTIVITIES

Almost as early as settlers began to locate on the lands along the Delaware, ferries became necessary and they were operated so early at various points along the river that their actual beginnings are now obscure and uncertain. It is a belief that the one at this point (Frenchtown) was in existence possibly so early as 1699. The first actual record, however, dates from the year 1741, when it was known as London Ferry. This name was naturally changed from time to time as it passed into the hands of different parties, and in 1764 we find that it was known as Mecklenburgh Ferry. Its later names in consecutive order were Erwin, Calvin, Sherod's or Sherrard's and finally, Prevost's Ferry; being finally abandoned with the opening of the bridge in the year 1844.

Steamboats as carriers of freight were impractical north of tidewater at Trenton. What were known as "Durham" boats came into popular use for the carrying of freight on the upper reaches of the river. These boats first came into use in 1727, when they were used by the Durham Iron Company to transport the product of their furnaces to Philadelphia. They were large, flat-bot-

tomed boats that drew but two or three feet of water when fully loaded and consequently could be operated where the stream was quite shallow. The boats were up to about sixty feet in length, with a thirty to thirty-five foot steering oar operated from the rear; the propelling power being through the medium of hand-operated poles twelve to eighteen feet long. In the famous painting of "Washington Crossing the Delaware," he is pictured standing in the front end of a boat of the Durham type, and it was largely this sort of boat that was used to successfully carry the soldiers across to the Jersey shore on that memorable Christmas night in the year 1776. The last Durham boat to make the river trip from Easton to Philadelphia was in 1860.

Attempts were made to operate steamboats from Lambertville to Easton, but they were soon abandoned. The first of these boats to ascend the river between these two points was known as the "Major William Barnett." This boat first awoke the echoes of the village with its steam whistle as it passed Frenchtown on March 13, 1852. A boiler explosion near Point Pleasant ended its career on May 12. A second boat, "The Reindeer," passed Frenchtown on April 26, 1852. Soon, however, the coming of the railroad demonstrated the futility of further commercial attempts at river transportation.

Rafting on the Delaware early became a thriving industry; beginning as early as 1764. This industry reached its height in 1840 to 1845, and its decline began with the coming of the railroads in the 50s. In the 30s it was no uncommon occurrence for as many as two thousand rafts to pass down the river in a single season, and as the average raft was made up of 65,000 feet of logs, one readily grasps the scope of this early industry by the use of a little multiplication, showing a total transportation of far over a hundred million feet of logs per annum. The cutting of this vast crop of timber into boards was done at many points all along the river. At Frenchtown there were saw mills located at several points; the Case saw mill near the icehouse; one at the old foundry site operated by Nathan Shurtz; that of John Sailer where the postoffice now stands; another operated by Hedges & Reading on Second Street, and to hear "old timers" tell about it, Frenchtown in these early days was a more or less typical "river town"; many of the boys of a rough-and-ready nature-ready to scrap at "the drop of a hat."

We are fortunate in being able to reproduce an old print showing Frenchtown as it was in 1883. It will be interesting to note the various changes. On the river one sees several large rafts of logs with their long sweeps on the way down the stream



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to the various saw mills situated along its banks. The old covered bridge across the river, since replaced by a modern steel structure, and the "Ma-

gee Mansion" on the Pennsylvania side.

The old spoke mill, located between Second and Third Streets, "Hillside Academy" on Everittstown Hill, and the little old schoolhouse at the meeting of Kingwood Avenue and the Ridge Road are all shown in this picture.

The Oddfellows Building and the residences of Nathan Shurtz and Dr. H. M. Harman are missing from the picture as, at that time, only cellar holes and ruined foundations existed on these

plots; relics of the great fire of 1878.

Notice the old stone bridge across Nickisakawick creek opposite the National Hotel; the vacant appearance of the south side of upper Fifth Street with but two houses at the corner of Harrison Street and the rest vacant lots up to Milford Road. Likewise, the south side of upper Seventh and the north side of lower Eighth Streets were then vacant lots, as also was Harrison Street above Eighth; not only fifty years ago, but for many years later. Examine the illustration in detail and you will be able to pick out a number of other changes of interest that have occurred during the fifty years that have elapsed between 1883 and 1933.

At this period, fifty years ago, George W.

Hayes kept a drug store on Race Street as did Albert P. Williams on Bridge Street, next to Hummer's furniture store, where he also manufactured a liniment known as "William's Magnetic Relief," a preparation that at one time had a wide sale in various localities.

Former state senator William H. Martin kept a general store known as the "Regulator" and later sold out to Dr. J. S. and Charles A Manners. This location is now occupied by S. Chester Opdycke. Ishmael Brink had a hardware store in the building now occupied by "A. & P.," just recently remodeled and enlarged. Charles B. Higgins ran the same line and same location as at present operated by Trimmers, while a similar line was kept by Charles C. Webster in the Eddy block; Squire William T. Srope having his office in the back of the store.

Chris. Schaible had a restaurant in the cellar of Cornelius Hoff's building, while Flagg's was at the corner of Bridge and Race Streets. William R. Shurtz was Mayor and John L. Slack the postmaster.

In the row of old buildings on Bridge Street, now owned by the Elisha W. Opdycke Estate, Benjamin Everitt and his son Charles operated a flour and feed store and Maria Wright kept a small confectionery shop. The tinsmith shop was in what is now the remodeled western end of the

Eddy Building, and "Captain" Britton, father of D. D. and George M., had a livery stable at the National Hotel.

From a very small beginning in 1877, Britton Brothers succeeded in building up the largest and most up-to-date department store in Hunterdon County. The one brother, Daniel D., started as an agent for sewing machines, while the other, George M., learned the trade of harness making. The first location was in the old stone building now a blacksmith shop on Kingwood Avenue. From there they moved to part of the small onestory frame building on Race Street, just around the corner from Bridge. Next they moved to the store now operated by E. C. Johnson & Son as a hardware and plumbing store. After the death of Hugh E. Warford, they purchased the threestory brick store across from the depot and, in the early days of the "gay 90s," moved to the new place of business midst predictions of disaster because, as many surmised, the store was too far from the business center. With full confidence, however, they added clothing to their line; also popular five cent and ten cent counters down the center of the front section of the store, as well as other new lines, and optimistically opened for business. The truth of the old adage that if you do something better than it has been done before, "the world will beat a path to your door," was

amply proven again. Here was a store like nothing Frenchtown had ever seen. People flocked to the new store and it prospered from the start. In later years, however, there came the automobile, bringing the city to your very door; conditions changed and business drifted cityward. After the decease of the brothers, the business was continued for a time, and eventually sold by the heirs to Wilmot Milbury.

We will be pardoned if we digress for a moment to recite a little of personal experience, for it was with Britton Bros. that our first business training began. Our first job was unpacking dry goods of a Saturday afternoon. Then, a steady job every Saturday afternoon; not because the boss said so, but because the boy just appeared on the scene, went right to work, and incidentally, received his pay on each Saturday night. Following this, summer vacation was approaching. The boss asked the boy how he would like a steady summer job. In reply to an affirmative answer, he asked how much the boy would expect. The boy bid low; \$1.50 a week, was hired on the spot, sold nearly a thousand dollars worth of goods during the eight weeks of the vacation period, all of which made a mighty low overhead or selling expense for the proprietors, but at the same time, was also mighty good experience for the boy.

One other personal experience will suffice, and is

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mentioned here because of the contrast between yesterday and to-day. Graduating from the public school; finishing the bookkeeping and business course and a part of the course in stenography as taught in a business college, the boy was considered ready at seventeen to break away from home life and accept a position in the city. This he did; beginning at the munificent remuneration of five dollars weekly. Paying four dollars a week board and an additional \$1.55 carfare each fortnight to return home to spend Sunday, left him with a balance of forty-five cents each two weeks for clothing and spending money.

MURDERS NEAR FRENCHTOWN

THE first hanging in Hunterdon County took place at Flemington in 1794. John Fields, with his sister, lived in a log cabin on what afterwards became known as the Albert Fritts' Farm. One Sunday in April of 1794, a neighbor called at his place and talked over some work and arranged to meet him again on Monday. Fields failed to put in an appearance, although his sister stated that he had left the cabin to keep the appointment.

Citizens formed into searching parties, and even the mill dam at Frenchtown was dragged. Finally, however, Philip Stout, one of the searchers, discovered a freshly dug spot in the woods on the Mahlon Thatcher Farm; Fields' body was unearthed, and it was discovered that he had been shot through the head.

On this place, later known as the John Cooley Farm, there lived a young man named James Van Atta, and someone soon recalled that he had long been at enmity with Fields.

A warrant was issued for Van Atta's arrest, which was served on him by Constable John Hortman, a great-grandfather of ex-Mayor Hugh Sinclair. Later he confessed his crime and he was

hung in the upper part of Flemington in July of 1794. Van Atta was a white man about thirty years of age. He was buried along a fence on the farm where he had lived, and where the body of Fields was discovered buried in the woods.

Mr. Sinclair's grandfather, as a boy, also witnessed the second hanging; riding to Flemington horseback to see the execution of Brom, a slave boy owned by Philip Case who, in a quarrel with a fellow slave, killed him in his master's kitchen with a trammel. This execution took place on the same spot as that of Van Atta; Brom paying the penalty exacted by the law, November 11, 1803. A coincidence is that Mr. Case, who owned the slave, was the great-great-grandfather of Mrs. Sinclair. He was actually the first settler to build a cabin and settle in the Flemington section; befriended by a local Indian chief named Tuccamirgin, who helped him to build his log abode and gave his protection to the family. In fact, so much was thought of Tuccamirgin that his remains were interred in the Case private burying ground on Bonnell Street in Flemington, and the site to-day is marked by a large monument in memory of the Indian chief.

TRAIN WRECK NEAR MILFORD

On Thursday, October 4, 1877, there was a torrential fall of rain that quickly turned the

waters of the Quequacommissicong Creek, one half mile south of Milford, into a raging torrent. The flood came with such force as to wash the gravel and stones from under the arches of the bridge, causing the bridge to collapse with a roar that was plainly heard on the Pennsylvania side of the river.

Runners at once started for Milford to give the alarm, and although the Oswego Express was a half hour late, the warning reached the depot too late, for as Edmund Goddard rushed across the river bridge to give the alarm, he saw the train leaving the depot for Frenchtown.

Approaching the bridge, the engineer could discern nothing wrong, for the bridge, in collapsing, had left the rails and ties suspended across the open void. The train rushed on to its doom and the engine plunged head first into thirty feet of water, dragging the tender and two coaches with it; the last coach breaking loose and standing on the track at the edge of the chasm.

Six lives were lost in this awful catastrophe; one of the bodies later being found below Frenchtown, south of the mouth of the Nickisakawick Creek by Charles A. Slack, while another was found by Clayton Roberson at the foot of Sixth Street.

William Roberson, of Frenchtown, was a passenger on the ill-fated train; he was washed along the aisle of the car and out into the river. After a hard struggle with the raging current, he succeeded finally in reaching the shore and safety.

TERRIBLE BOILER EXPLOSION

The building known as the "old foundry," built during the Slater & Hudnit era, was the scene of a terrible explosion on April 2, 1879. Jacob White operated a saw mill on the site. Robert R. Swick was instantly killed and Charles White, Henry G. Sigafoos and Simpson Lyons were injured.

A dull, heavy roar was followed by a terrific explosion that quickly brought hundreds of citizens to the scene. The building, housing the boiler, was completely destroyed, and one heavy piece of metal passed completely over a barn and landed on the river bank about two hundred and fifty feet from the scene of the explosion. Another piece, weighing over fifty pounds, crossed the railroad and descended through the roof of a stable in the rear of the hotel, passed down through the floor and buried itself in a heap of straw in a stall below. Sticks and broken slate scattered all over town and pieces of brick were found so far away as Fifth Street and Milford Road, about one quarter mile away. Mr. Swick's head was blown entirely away; only the skin of his face remaining; one arm was also blown off, and not a whole bone remained in his body, and not a stitch of clothing remained, excepting one sock.

OTHER TRAGEDIES

A Mr. Fox, who was at the time the landlord of the American Hotel, located at the corner of Bridge and Harrison Streets, was burned to death by a lamp explosion in his bedroom.

On December 22, 1888, a number of small boys were skating and sliding on the ice near the creek's mouth, when one venturesome nine-year-old lad, Frank Sinclair, son of Albert Sinclair, ventured too near a hole in the ice and went under. On Christmas day the river was dynamited, without success, and it was months later when the body was discovered near Titusville, about twenty-five miles south.

The same year, in the summer of 1888, on August 27, another tragedy occurred that was an object lesson showing on what little things do our destinies hinge. It was during the noon hour, the workers at the mill on Third Street had had their lunch and a number were in the street watching two of the men pitching and catching a baseball. Oliver T. Brink and John H. Chamberlain sat side by side on the flagstone sidewalk underneath a maple tree. Hardly a cloud was in the sky, the sun was shining brightly, when suddenly

there came a flash of lightning, followed by a terrific peal of thunder, a bolt descended the tree; the death knell of Brink. Soon now the rain pelted down in big drops for a few moments; then the sun again appeared as if nothing untoward

had happened.

Just a few seconds before the tragedy, Chamberlain was called away by one of his companions from what would otherwise have been certain death, and he had gotten but a few feet away when the bolt descended the tree, temporarily stunning him. His companion, who was less fortunate than he, was twenty-two years of age.

COMMODITY PRICES OF THE LONG AGO

The facts gleaned as to commodity prices are obtained from the records of the Kingwood store, kept in 1829 by the grandfather of John and Alton Bellis, and the store of W. W. Hedges in Frenchtown in 1839. The Hedges store was located between the Railroad House and the present residence of Samuel O. Eddy.

Whisky was a commodity in great demand, and selling at very low prices. We find it recorded on a majority of the pages of the blotter or day book; the first charge made in the oldest of these records examined being for one quart of whisky at $12\frac{1}{2}$ cents. Brandy was somewhat more expensive, selling, nevertheless, at what would be con-

sidered bargain prices to-day, \$1.25 for a gallon. (This will be a sad retrospect to many.)

Butter was as low as 12 cents per pound, and eggs 12 cents a score. Tea sold at about to-day's prices, while sugar then cost twice as much. Coffee was $12\frac{1}{2}$ cents per pound. Pork was a comparative luxury at 11 cents per pound, while cuts of veal were to be purchased at from 3 to 5 cents per pound. It is related that at one time only the hind quarters of veal were saleable, the rest of the carcass frequently being dumped into the river to dispose of it.

Evidently there were styles in headgear in that day, as in this, for we note "hats" charged at 50 cents each, while "spotted" hats fetched 75 cents. A "fur" hat, also known variously as a "plug" or "stovepipe," cost the purchaser \$3. Shoes hovered between \$1.25 and \$1.75 a pair, and stockings cost 65 to 88 cents. Handkerchiefs were comparative luxuries, selling at 25 to 75 cents each, and a parasol on record as costing the purchaser \$2.50.

On Saturday, June 27, 1829, Deborah Scott, evidently having decided to improve her mind, purchased a spelling book for 1834 cents. The cost of a broom was 13 cents, rakes, 25 cents, and a grass scythe, "not warranted," \$1.50. Oats sold for 35 cents per bushel, cheese, 11 cents per pound, gingham, 30 cents per yard, and a bottle

COMMODITY PRICES OF LONG AGO 55

of castor oil cost a quarter dollar. Wrought nails were 20 cents per pound, a plug of tobacco 3 cents, and 25 cigars for 6 cents. A bale of candle wicks cost a dime, while a quart of oil sold for 22 cents.

In going over these old records and seeking to peer back into the musty past, one is impressed with the simplicity of life in those days. To-day we consider as absolute necessities, many things never even dreamed of a hundred years ago. The paucity of items charged in these old records, as compared with the multiplicity of things one finds to-day in any general store that are considered essential to living, provides a remarkable contrast.

AN IMPORTANT INDUSTRY OF THE PAST

PROBABLY the most important industry in the Frenchtown of other days was the manufacture of spokes and other parts for wagon wheels. In early years oak and hickory timber was plentiful and the business flourished. It was nothing unusual for the manufacturers to buy a farm in order to get and cut off the timber, then sell the farm for what it would bring. Gradually the necessary raw material became scarcer and scarcer and finally it was necessary to ship from Virginia and other far points, with the freight charges about equal the value of the timber itself. The business really was finally strangled to death by growing scarcity of material and high freight rates.

Various firms were engaged here at different times in this line of business. Voorhis & Hann, later Hann & Williams at the time of the 1878 fire, were in this industry on the site of the present home of Nathan Shurtz, and extending northward to the corner.

N. Shurtz & Company at one time conducted a hub and wheel business in the stone building on Trenton Avenue south of the Little Nickisakawick, while Slack & Holcombe were in the same business in the frame building opposite the cemetery entrance; later moving to a frame factory at the foot of Sixth Street, now the site of a brick

factory building.

The first spoke manufacturing business, however, was operated by Hedges & Reading. Their property extended through from Second to Third Streets, between the Town Hall and the present Baptist Church property on Second Street, and on Third Street, next to the Methodist Church, occupying the present vacant church lot and the ground upon which the two houses to the east of the church now stand. Originally the Hedges & Reading firm operated a lumber yard, started in 1845. Shortly afterwards they added a saw mill, and in 1855 they began the manufacture of wagon spokes and axe handles.

Originally their office was located on the Second Street end of the lot. It was equipped with a boat horn as an important item of furniture, for frequently the partners, one or both, would be elsewhere in the town, and in case they were wanted, a blast on the old horn, which could be heard all over town, would quickly bring them on the scene.

Hedges passes out of our picture at this point. Mr. Reading built his home on the hill overlooking the town and dug a private roadway up the side of the hill to his residence at a cost of several thousand dollars. This was known as Read-

ing Avenue. It was, however, but little used. He also was one of the men largely instrumental in completing the construction of the bridge across the Delaware, and one of the original Directors of the Bank and its President in 1873. He established his sons, James and Charles N., in the store business in 1877. Mr. Reading was a man of influence in the community as may be readily surmised.

During the lifetime of the spoke industry the business changed hands a number of times. In 1859 we find Peter S. Kugler as Mr. Reading's partner, and the firm name, Reading & Kugler. In 1869 the mill burned down. The new firm of Kugler & Fargo rebuilt the factory and continued the business into the 1870s. Succeeding partnerships were Fargo & Taylor; Fargo, Kerr & Niece; Kerr & Taylor; Kerr & Opdycke, and L. S. D. Kerr.

In addition to its domestic trade, this concern was a very large shipper of spokes and rims to England, Australia and other foreign countries, but as raw material dwindled, it finally was the signal for the passing of what had been a most important industry, and consequently the last owner, Mr. Kerr, sold off the personal property, tore down the buildings and erected two dwellings on the Third Street end of the property; using much of the salvaged material in the frames of the

houses. He sold the remaining vacant lot next the church to the Trustees and disposed of the land on the Second Street end to the Borough of Frenchtown.

INSTITUTIONS OF A PAST DAY

In the Slater and Hudnit days, this firm would manufacture a large stock of wagons, sleighs, harness, etc., and with the opening of spring a large public auction would be held on the streets of Frenchtown. The bright, shiny, new wagons would be lined up along the streets and we can just imagine the "gallant swain" of that day, casting a longing eye of appraisal over the brand new buggy he was intending to purchase and imagining what a "hit" it would make with the girls when he next appeared on the scene "all hitched up," ready to go places and see things.

These sales were gala days in Frenchtown, and people came from far and wide. The auctioneer knew his business and was supposed to be "as good as a circus." Business boomed and everybody was happy.

The late ex-sheriff, Elisha W. Opdycke, who conducted livery, sale and exchange stables; periodically held public sales of horses, and these sales were advertised far and wide, a bounteous repast was served at the hotels and a large crowd as-

sembled. Much business was transacted and even the small boy "got a kick" out of attending. After the cry of: "Oh, yes! oh, yes!" the business of the day would begin, and a horse or a team, with their designating numbers pasted on their rumps, would be led prancing forth for the prospective bidders to see and the bidding would become fast and furious.

When a carload of western horses would arrive at the station for one of these sales, it was the boy's idea of a rattling good time to watch the unloading, and the prancing steeds, as they were being led in strings of threes or fours through the streets to the stables.

An amusing incident at one of these sales was the placing of a mule on the auction block. For some reason or none, a bid was slow in coming. Things reach a "stalemate." No bids. What to do? Mr. Opdycke pulled out his billfold, withdrew a dollar bill, placed it on the mule's back and remarked to the auctioneer: "Go ahead!" The mule, plus the dollar bill, was quickly struck off at a bid of seventy-five cents. Jacob Lindaberry was the "lucky" purchaser; everybody had a good laugh, and the sale went on.

What would to-day appear as a quaint custom was the regular Wednesday Calf Market held in the open air on Bridge Street, and somewhat

later, between the depot and Britton's store. On this market day the farmers from far and wide would drive into town with one or two calves in a body wagon. There was competitive bidding and always a sale if the farmer was satisfied with the price. The buyer would step up to the wagon, look the calf over, pinch its rump and name his figure: a competitor would repeat the performance and high man would win. The calves purchased would be run into the cattle pen below the depot for live shipment, or to a nearby slaughter house to be shipped later as dressed veal. The regular buyers, as we remember them, were Reese Budd, who lived in the former Philip G. Reading house on the hill; Levi Hoffman, ex-Mayor Sherman, and possibly a few others we do not just now call to mind.

OTHER FORMER INDUSTRIES

The manufacturing of peach baskets by William Campbell, and later by Lindaberry & Sons, who succeeded him, provided quite some employment, but like the spoke and wheel industry, raw material eventually became so scarce that it was deemed advisable to locate the plant elsewhere, and it was removed to Burlington, where it is still in operation.

The baking business as a local industry is also a thing of the past, due to good roads, that per-

mit the trucks of various baking companies to run routes profitably in every direction and thus freezing out the small individual baker.

The flint and spar mill was hailed as a new industry, but later took a welcome departure. The havoc this material is alleged to have wrought on the health of the workers called for none to mourn its passing.

The manufacture of toy baby wagons, etc., conducted for years by the Crosby Manufacturing Company, provided quite a number with employment, but with changing times and conditions, became unprofitable and was discontinued. This industry was followed by a concern manufacturing furniture, but this quickly faded out, and at this writing a fine plant is idle, awaiting some concern to appear on the scene to make profitable use of a valuable property, in fact, a number of new industries might profitably locate in Frenchtown; drawing help from this and surrounding communities in this day of good roads and the automobile. Here are a number of good building sites available, excellent railroad facilities, electric power, and other factors that make this locality well worth considering by any concern seeking a location.

We have already written of the saw mills that were once variously located about town; all of them things of the past, but so far we have

neglected to mention the sash and blind factory once operated by Worman & White along the creek bank, back of the postoffice. The firm was at first composed of David Worman and James White, who were brothers-in-law; later the factory was operated by James White as an individual until 1873. Mr. White also was Mayor of the Borough this same year. Jonas B. Lyons learned his trade in this old factory. Later he, with his brother, Simpson, operated a sash and blind factory on Third Street in the second story of the spoke factory property.

THE CIVIL WAR

With the firing at Fort Sumter in 1861 began the bloody strife that set brother against brother

and lasted for four long years.

In response to the call of President Lincoln, a public meeting was held in Frenchtown on July 22, 1862. William H. Slater (a great-uncle of Postmaster C. Arthur Britton), then one of the local merchants, spoke at the meeting, stated that he had already enlisted in the service of his country and called upon others to come forward and do likewise. Many did so and Mr. Slater was chosen as Captain of Company G, 15th New Jersey Volunteers, and received his commission as captain, dated August 15, 1862. Unfortunately, however, his services were of short duration, as at the first Battle of Fredericksburg, December 13, 1862, he was so badly wounded that his right limb had to be amputated. Captain Slater, however, survived for many years, later becoming a resident of Washington, D. C., and removing to that city with his family. He died in 1900, and his remains lie buried in the Frenchtown Cemetery.

Before the recruits started for the scene of hostilities, they were put at drill practice on a vacant lot along the railroad, between Fourth and Fifth Streets. At that time the only nearby houses were those bordering on Harrison Street.

Life in the 1860s was not, of course, the swiftly rushing scene with which we are familiar to-day. There were no radios, no telephones and nothing like the present-day newspaper service. To-day we sometimes get our news before it actually happens, providing we go strictly by the calendar. For instance, Floyd Gibbons, in Manchuria, recently spoke to us over the radio of happenings there on the twenty-second day of the month, but the sound of his voice reached us on the twenty-first.

In Civil War days there was not even a telegraph office in Frenchtown until May of 1864, and newspapers were few, slow, and far between.

A venerable citizen whom some still remember, Arthur W. Lundy, who then carried on a small watch repair shop, would frequently during these days of civil strife, when everyone was hungry for news and filled with anxiety, perch himself on a box or other elevation on the porch of the store next to his little shop and there read aloud to the assemblage the latest news and casualty lists from such newspapers as were available.

So sadly like many another war, this was expected to be a short conflict. The national government had steadfastly refused to accept more than a limited number of volunteers. Governor

Olden, of New Jersey, had offered to furnish additional regiments, but the offer had been declined again and again. Peace was expected in a few short months.

But many disasters befell the federal armies and the delusive dream of a short war was passing. President Lincoln issued a call for 300,000 men for a three years' enlistment or for the "duration of the war." This was followed by a proclamation by Governor Olden. Soon enlistments began, and among other units, Company G, 15th New Jersey Volunteers was organized as a unit of that regiment at Flemington. The first encampment was at the Fair Grounds and the name selected was "Camp Fair Oaks." The regiment left for the seat of war on August 29, 1862.

There were stirring scenes at the depot when the soldier boys bid their sweethearts, wives, relatives and friends a tearful farewell as they departed for camp, and later the battlefield, some of them never to return, as dictated by the fortunes of war.

But what a different picture when, in 1865, word came of the taking of Richmond, the Capital of the Confederacy. The church bells pealed forth a merry lay for a full half hour, a large gathering assembled at the depot, and amidst patriotic speeches and jubilant scenes a new and happier era was born.

The volunteers enlisting from Frenchtown and vicinity as members of Company G were:

Captain, *William H. Slater,
1st Lieut. Suydam Crater,
2nd Lieut. John D. Trimmer.

PRIVATES: *John Bocock; *Edwin D. Ulmer; Jacob Ulmer; *William Ashcroft; *Augustus Cronce; Samuel Meyers; *Samuel Stahler; Samuel Trimmer; William H. Stahler; W. B. Clayton, Everittstown; Samuel Hoff and Wilson Housel from the same town; Ezra S. Scarborough, Milford; William Wright, Mt. Pleasant; *Barney Dufficy, also of Everittstown; *Musician John V. Gordon.

The 15th New Jersey Volunteers fought in a long list of engagements from December, 1862, at Fredericksburg, right through to Lee's surrender at Appomattox, Va., April 9, 1865, after which decisive battle came the return home again to the everyday pursuits of life, and with the Union preserved as the fruits of a long and bloody struggle.

Additional names of veterans from Frenchtown and vicinity, serving in various units, and of whom we are able to find record are as follows:

Aaron P. Kachline, Horace A. Wambaugh, Simon A. Eisenhart, Demerest Gordon, Fletcher Bray, Alonzo Butler, Morris Maxwell, *Jacob F. Thatcher, *Jacob J. Lair, Gershom L. Everett, Eli Swallow, Balcer T. Rockafellow, *Peter S. Taylor, Lorenzo S. D. Kerr, Edwin Beidelman, Theodore Sinclair, Obediah Stout, *Aaron H. Slack, Robert

^{*} Signify wounded in action.

B. Lyons, Joseph R. Burgstresser, Eli Frasier, Charles F. Nixon, George W. Opdycke, Garret Roberson, John R. Hardon, James Ashcroft, Andrew Slack, John H. Philkill, Thomas Palmer, George T. Srope, Thomas Able, Amos C. Myers, Isaac Warford, Joseph Warford, William Warford, Michael Buck, Joseph L. Hoagland, John W. Hoagland, John Misson, Charles P. Bissey, Abraham Slack.

CAPTAIN SLATER'S DAUGHTER AND PRESIDENT LINCOLN¹

There is a touching human-interest story in which Captain Slater, his young daughter, Hannah, and the kindly, sympathetic Lincoln have a

part.

After Captain Slater recovered from his wounds received at Fredericksburg, and was able to return home, he and Mrs. Slater were greeted at the station with a rousing welcome. Flags were flying everywhere, bands were playing, and a carriage, gaily decorated in the national colors and drawn by four white horses, conveyed the hero and his happy wife to their home, while the church bells rang out their merry "welcome home."

The Captain had been a prosperous merchant

¹Captain Slater's daughter in after life became Mrs. Hannah Slater Jacobs. Frances J. Nickels, Mrs. Slater's daughter, retold her mother's story of Lincoln in the February, 1932, number of "Good Housekeeping," and we here make use of extracts from this recital with the permission of the editor of this publication.

before the war, but in the interim the business had been disposed of and Captain Slater decided to put his services at the disposal of the Commissary Department in Washington, and the family moved to a location on Pennsylvania Avenue in that city.

After a time the Captain would come home apparently worried and his wife would inquire as to how things were going, and he would reply, "No

better."

It seems that the Division Commander, who had been very friendly with the Captain formerly in the position now occupied by Captain Slater, became so discourteous that he would walk into the room, past the Captain and transact his business with the Captain's clerk instead of with the Captain himself, all because of pique, and it looked very much as if Captain Slater would be either transferred or dismissed; totally disregarding the fact that he had been already so badly crippled in the service of his country.

The young daughter, a girl in her 'teens, told her father he should go to the President, but he replied that "He wouldn't do that for anything."

Bright and early one morning the daughter started out secretly for the White House in an attempt to lay the facts before the kindly President. After long waiting and, probably, many misgivings, the young girl was permitted to see

Mr. Lincoln. He listened to her story with sympathetic attention, and when she told him of her father's being wounded at Fredericksburg, a look of agony came over his face, and with a groan, he said: "Oh, what a terrible slaughter that was! Those dreadful days! Shall I ever forget them? No, never, never."

Lincoln promised the child that he would thoroughly investigate the matter, and told her to go home and tell her father not to worry any more about the matter as everything would be all right.

In the evening the daughter saw her father, careworn and worried in appearance, coming home on his crutches. She hurried to him and told him that "Everything is going to be all right," and with a surprised look he asked: "What's all right, child? What do you mean?" When her story was told, the expression on the father's face was a study. Bewilderment, amazement, incredulity and joy, all intermingled.

The kindly President kept his word with the little girl. In a few days the Commissary General, in making his next visit to the station, courteously exclaimed: "Good morning, Captain!" Transacted his business directly for the very first time, and all unpleasantness and uncertainty was a thing of the past.

GEORGE B. McClellan Post No. 99

It seems but a yesterday when, on Memorial Day, we would see these veterans of the Civil War in their uniforms of blue, and wearing black slouch hats decorated with the gold cord and G. A. R. insignia; as with firm tread they marched at the head of the procession, with "Old Glory" flung to the breeze and carried before them as they proceeded to the "silent city," there to render homage to the memory of their departed comrades and, having decorated the graves with flowers carried by the school children, firing a salute, and listening to a prayer and to the speeches of the day, now departing for their homes, to return again with rapidly thinning ranks on next Memorial Day.

With the passing of the years came the day when the last few faltering and aged veterans, now too infirm to make the customary pilgrimage afoot as in the past, were conveyed by automobile in the line of parade to the cemetery that they might once again have part in memorializing their honored dead.

As these lines are being written, it is again Memorial Day in the year 1932. The last Frenchtown veteran of the Civil War has gone to join "the innumerable throng." James Ashcroft is the sole survivor of the veterans whose

names are mentioned in this record. He is living, at the advanced age of 89 years, with his son near Baptistown. There are but six old veterans now living in the whole of Hunterdon County.

A younger generation now occupies the stage of life. Another terrible conflict has taken toll of the youth of the land—and of the world. The observance of Memorial Day is now the heritage of the veterans of the American Legion and they will hold this heritage as a sacred trust.

A "BOOM" HITS FRENCHTOWN

FRENCHTOWN was just a quiet, sleepy village until after the appearance on the scene of two young men, Samuel B. Hudnit and Gabriel Slater, who traded as partners, conducting a hardware store at the present Eddy location, and also employing a number of hands in the manufacture of wagons, sleighs and harness.

At that time Harrison Street extended only to Fifth, with a farm above; George Eddy's present

residence then being the farm house.

In 1848 the farm of Hugh Capner above town was purchased by Samuel B. Hudnit, then a young man of around twenty-three years. The place was farmed for a year, and then streets were laid out and building lots offered for sale. At first sales were slow, but with a rumor spreading that the Pennsylvania Railroad was going to remove its shops to Frenchtown, and later that another large factory was coming to locate in the upper end of the development, the "boom" was on, sales of sites became brisk, building commenced, but the industries expected to locate here did not materialize, to the disappointment and ultimate loss of many purchasers and speculators.

Slater & Hudnit extended Harrison Street to Twelfth and built a number of rows of dwellings. The first house built in this section was that now occupied by Mrs. Ida Eichelberger, followed by the one next to it on the southeast corner of Fifth and Harrison. Next followed a number of others on the north side of upper Fifth Street.

There is a law of economics, however, which decrees that after each "boom" there shall come a "bang." There are apparently no exceptions to this law, providing the boom carries far enough. We have a clear exemplification of this in the Florida land boom that burst wide open some five or six years ago. Florida had a population of less than three million people at the time, and the governor of the state, in an optimistic speech had visualized a permanent population of ten million in a few years, while at the same time there were building lots laid out and for sale sufficient to house a population of sixty million. Farcical on the face of it, yet people continued to buy and sell, prices kept climbing until, all of a sudden, there were no more buyers, then the inevitable, from which the state of Florida has not yet even begun to recover. Another example confronts us in the stock market collapse of October, 1929, with the resultant era of depression that is still going strong.

Likewise clouds began to appear upon the horizon in the 1870s, followed by the panic of 1873. Frenchtown had been overbuilt for that day and generation and the next step was inevitable. Peo-

ple could not meet the payments on their obligations and lost what they had put into their properties; business concerns went into bankruptcy; notes in the bank went to protest, and a great stack of these notes are still existent as relics of the sorrows and heartbreaks of that day.

Hudnit was Mayor of the Borough the first year of its incorporation, 1867, and again in 1870 and 1872. He built and lived in the threestory brick house on the northeast corner of Fourth and Harrison Streets, where he died suddenly on February 11, 1873, at the comparatively

early age of fifty-one years.

Happenings that seemed grievous, even calamitous in that day, have undoubtedly had their bearing, however, on the later development of the Borough, as much building that was then done has since become useful. In other words, the place later grew up to the over-expansion or inflation that had taken place at an earlier day.

THE PANIC OF 1873

This panic was one of the worst financial calamities that had ever overtaken the United States. On one Saturday there had been large payrolls, work was abundant, the worker well paid and happy in his prosperity. Business was good, but a very different scene was "on the canvas" when another pay day rolled around. Railroad building from ocean to ocean had brought overexpansion. So long as Europe could lend money to meet the needs of the builders, everything worked lovely, but when further loans failed, there was no money to continue the pyramiding that was going on, and then came the crash.

To the astonishment of the world, the great banking house of Jay Cook & Company, of Philadelphia, closed its doors. Cook was the worldfamous financier responsible for placing the government's bonds in the hands of the public during the dark days of the Civil War period. Now was a time of black despair.

As this is being written, we are still in the throes of the depression following the breakdown of inflation in 1929, but bad as things may appear, Frenchtown has not yet reached the state that it found itself in during the 1873 period.

The winter of 1875 was a severely cold winter; there was a great scarcity of work and much suffering among the families of laboring men, and in order to furnish relief, the Frenchtown Benevolent Society was organized at this time. The benevolent work of this society was continued until late winter of 1877, when the sun began to shine once more, better times made their appearance as we are again looking for them to do from "just around the corner," and the society, having fulfilled its purpose, was dissolved.

THE GREAT FIRE OF 1878

THE wheels of Destiny, in their revolution, decreed Calamity for Frenchtown on June 29, 1878, bringing a disheartening conflagration the like of which the town had never seen, and fortunately has never seen since that date.

It was on Saturday morning, just a few minutes before one o'clock, that the terrifying cry of "fire, fire" was heard on the still night air, and before dawn the heart of the business section lay in ruins and ashes.

The fire started in Doctor Deemy's barn, which stood in the rear of the stone house now next to Cornelius Hoff's three-story brick building. The cause was never discovered, but it was thought that possibly a cigar butt or perhaps a match in the straw was the real cause of the disaster. Incendiarism was scouted as the cause of the calamity.

The flames spread rapidly. Soon other nearby stables were aflame, and next the fire spread to Hann & Williams' spoke factory that stood on the site of the present residence of Nathan Shurtz. The bank was the next victim, this building, standing on the front of the lot now occupied by "The Independent." Then an old frame house on the

corner of Second Street, used as an office by Hann & Williams, followed by the residence of Samuel Pittinger across on the other corner fell victims to the flames.

At the same time the conflagration was eating its way in other directions. On Hummer's corner of Bridge Street stood a two-and-one-half-story frame building owned by A. P. Williams. The corner was occupied by George W. Hummer as a furniture and undertaking establishment, while Mr. Williams conducted a drug store next door. Several business concerns occupied the upper story, and in the rear, along Harrison Street, a string of four small shops. These all were quickly food for the flames, as was also the building of Levi Able on Bridge Street, next to the Williams property.

The flames leaped Harrison Street and struck the American Temperance House, then standing on the present site of the ex-Senator Martin home, later purchased and now occupied by Dr. and Mrs. H. M. Harman. This was quickly consumed, and the conflagration proceeded on its hungry course, destroying the rest of the hotel property north to the alley, occupied by the pioneer Frenchtown newspaper, "The Press," as well as a meat shop in the same building. The flames jumped the alley and took Samuel Pittinger's barn, thence down the alley, destroying

sheds and barns down to the intersecting alley, as well as other barns, sheds and fences in the near

neighborhood.

The complete picture of property destruction is painted with the statement that an additional business property and three residences on Bridge Street to the west of the hotel were consumed; the fire in this direction having been stopped at the alley on the east side of the present residence of Samuel O. Eddy.

In but two short hours destruction and ruin had run its course. Due to the heroic work of citizens, however, the disaster was prevented, under great handicap and many difficulties, from spreading further, but already the little town was confronted with an appalling loss for that time of in the neighborhood of \$50,000, and a number of men with families to support thrown out of work. Fortunately, there were no casualties.

The buildings on the opposite side of Bridge Street were saved only by the use of heroic measures, and under great difficulties. The fronts of the hardware store and the residence of Ishmael Brink, directly across the street from the present location of the bank, were badly blistered, but were saved by the hard work of a bucket brigade. The residence of Samuel O. Eddy, then occupied by Hugh E. Warford, was saved largely because a brand new carpet was torn from the floor and

into strips; wetting the pieces with water, they were laid along the wooden cornice on the east side of the house and kept wet by men using ladders, ropes and buckets. Notwithstanding the fact that the paint on the far side from the fire was blistered by the intense heat, that on the side next to the narrow alley where the conflagration was stopped was preserved undamaged.

Household effects from the destroyed and threatened homes were hurriedly removed and scattered everywhere; even some of them carried to the opposite side of the Nickisakawick. The wide expanse of lawn in front of the residence now occupied by Mrs. Eliza Apgar was filled with household goods and personal effects of every description, and yet, there was no report of the rifling or theft of a single article.

The fire company was, at this time, non-existent. The old hand engine was all that remained to remind of a former organization, but when it was brought upon the scene, it was found that it would not work, so heroic measures and quick action were in order. Bucket brigades, ropes, ladders, old and new carpets, etc., came into play, and so early as 1:14, Mayor Haring had dispatched a message to Lambertville saying: "Send us an engine quick." Union Fire Company of that Borough responded at once; loaded their engine and company on a flat car and made the sixteen-mile run in the remarkable time for that

day of only nineteen minutes.

The Mayor also dispatched a message to Phillipsburg, saying: "Send an engine quick; whole town on fire." For some reason there was delay in replying to this message, but finally, at 3:20, a reply came that one Phillipsburg and one Easton Company had their equipment loaded and were ready to come. To this message a reply was sent by Bryan Hough, station agent, saying: "Will not need engines; fire under control now."

A couple of curious incidents attending the fire might be related here: A certain young woman, excited, instead of rendering assistance, dressed up in her best clothes, packed her valise and disappeared, returning the next morning. Although there was scarcely a perceptible breeze, yet charred papers from the fire were found as far as four miles away.

Illustrations of the old frame Williams Building and of the old Temperance House will be found elsewhere in this book, and no doubt will bring back memories to an older generation, and prove interesting as a contrast to the modern buildings erected on these sites after the fire. It will be noted that the Williams Building had five or six steps to climb and a porch to cross before one reached the store entrance. The old store building, now occupied by the "A. & P.," the Eddy

and the Trimmer stores, as well as others, were originally constructed the same way. Modern merchandising thought now is that the customer is unwilling to climb even a single step if it can be avoided, and the tendency is to have the entrances of new business buildings flush with the pavement.

INCORPORATION AS A BOROUGH

UNDER an Act of the New Jersey Legislature, Frenchtown was incorporated as a Borough April 4, 1867, and the first meeting under this Charter was held on the second Monday of April in the same year.

An interesting section of the original Charter deals with the matter of loans and debt, and although this regulation has long since been superceded by later Acts, the restriction placed upon the then authorities is mentioned here as a matter of interest. This section reads: "Shall not be a greater sum than one thousand dollars raised by loan in any one year, and that the said Borough shall not owe over two thousand dollars at one time."

The Charter placed the power to grant license for the sale of intoxicating liquors in the hands of the Common Council and such licenses were granted by a majority vote. Later, and until the coming into operation of the Eighteenth Amendment to the Constitution, the granting of license was taken from the local Councils by an Act of the Legislature and placed in the hands of the Judge of the County Court.

In the days when licenses were granted by

Council, the sentiment was more or less evenly divided and there was more than one "pretty fight," political and otherwise, over the subject. Even preachers did not always refrain from mentioning names directly from the pulpit.

On January 4, 1878, The Frenchtown Temperance Association was organized with the Rev. James H. Runyan, the Methodist preacher, as President of the organized body to oppose the granting of licenses in Frenchtown. E. G. Williams was chosen as Vice-President; the Rev. D. M. Matthews as Secretary, and John R. Hardon, Treasurer. In 1879 this organization numbered 204 members.

It is interesting to look comparatively at the Borough Appropriations for 1932 as against those of a half century ago:

	1882	1932
Support of Poor	\$350.00	\$400.00
Roads and Streets	175.00	4,000.00
Officers' Salaries	430.00	1,110.00
Interest on Bonds	24.00	125.00*
Principal on Bonds	400.00	2,500.00*
Laying Sidewalks	200.00	
Elections		250.00
Printing, Insurance, Etc		600.00
Maintenance of Hall		200.00
Auditing		100.00
Legal Services and Expenses	50.00	50.00
Telephone		27.00
Fire Department		450.00

	1882	1932
Water for Fire	\$	\$1,446.88
Health Department		100.00
Unemployment Relief		300.00
Dependency Relief		100.00
Street Lighting		3,300.00
Contingent	450.00	200.00
Deficiency		165.19
N. J. League of Municipalities		50.00
Water for Public Fountain		25.00
Public Library		300.00
Patriotic Observance		100.00

\$2,079.00 \$15,899.07

Items marked (*) were listed in the 1932 Budget under the title of "Improvement Notes" and for "Interest" on the same.

A comparison of these two budgets helps to show us the modern complexities of life. And the wide gulf between the two is still more apparent when we consider that the assessed value of property of to-day is also much greater than it was fifty years ago. An analysis will also show that the money appropriated for streets and street lighting constitutes almost half the entire budget. In this we are not being critical, we are simply making a comparative study of facts as we find them. Food for thought as it were.

Samuel B. Hudnit was largely instrumental in creating the sentiment resulting in the incorporation of Frenchtown as a Borough (1867), and he was elected its first Mayor. The first Common Council was I. W. Carmichael, Henry Lott, Philip G. Reading, J. H. Black, Oliver Worman and Moses K. Everitt. The Town Clerk was James Dilts. A list of the succeeding Mayors follows herewith:

SAMUEL B. HUDNIT was elected a second time in 1870, and again in 1872. Died in 1873. His parents were Charles P., and Hannah Hudnit. Born at Barbertown. Learned the harness making trade in Lambertville and later opened a harness shop in Frenchtown. Joined with Gabriel Slater in the hardware business and in wagon and harness making, also engaged in the timber business and in local real estate development and building.

Dr. WILLIAM RICE, 1868-69. Doctor Rosenberger, a local practicing physician, took Doctor Rice into partnership in 1858. Later removed from Frenchtown.

FRANK B. FARGO, 1871, spoke manufacturer, born at Chester, Conn., in 1833. Came to Frenchtown in 1856. Died in 1902.

James S. White, 1873. Engaged in the sash and blind manufacturing business. Built his home immediately north of the Worman mill. Resigned as Mayor on September 20, 1873.

JACOB C. HAWK, 1873. Appointed Acting Mayor to fill the vacancy caused by resignation of

Mayor White. Mr. Hawk was a spoke turner

by trade, and later a public auctioneer.

LEVI TROXELL, 1874. A painter by trade, formerly in the employ of Slater & Hudnit. Later moved to Allentown, Pa.

THOMAS PALMER, 1875-76. Shop keeper, and

later postmaster.

ADAM S. HARING, 1877-78. A spoke turner by trade.

EDWARD B. KACHLINE, 1879-80. A partner with his brother in the leather business.

WILLIAM H. MARTIN, 1881-82. Merchant. Ex-state Senator. Died in 1904. Built the residence now the home of Doctor Harman.

WILLIAM R. SHURTZ, 1883. Manufacturer of wagon spokes and wheels in partnership with his father, trading as N. Shurtz & Company. Resided for years in the brick house at the corner of Second and Harrison Streets.

AARON P. KACHLINE, 1884-85. Engaged in the leather business with his brother. Later served as postmaster. His home was at the southwest corner of Sixth and Harrison Streets. Died in 1909.

CHARLES N. READING, 1886-87. Merchant. Ex-Assemblyman. Died in 1915. Resided in the brick house just west of the Oddfellows Building.

WILBUR SLACK, 1888-89. Spoke and wheel manufacturer; later removing the business to Trenton. Resided at the northwest corner of Second and Harrison Streets.

ELISHA W. OPDYCKE, 1890-91. Livery, sale and exchange stables. Later sheriff of Hunterdon County. Residence on Race Street. Died in 1912.

LORENZO D. HAGAMAN, 1892-93. Lawyer; began practice in a little room built over the driveway next to the store of E. C. Johnson & Son, and later built his residence and office on Harrison Street; afterwards taking Harry J. Able into partnership and practicing as Hagaman & Able. Died in 1924.

James E. Sherman, 1894-95. Engaged in the coal, fertilizer, farm machinery and live stock business. Later served as postmaster; retired at the end of his term. Built his residence opposite that of L. D. Hagaman on Harrison Street. Died in 1929.

LOBENZO S. D. KERR, 1896-97. Carpenter by trade. Engaged in various lines of trade; spoke manufacturer, peach grower, builder, etc. Last resided at northeast corner Sixth and Harrison Streets. Died in 1916.

ISRAEL L. NIECE, 1898-99. Engaged for years in the timber business. Home at the southwest corner of Fifth Street and Milford Road. Met a tragic death during the winter of 1931, when his automobile plunged down the river bank on the

Pennsylvania side near Stover's mill and disappeared out of sight beneath the waters of the river.

SAMUEL O. EDDY, 1900-01. Hardware merchant; now retired. He resides in the former home of ex-Mayor Reading on Bridge Street.

GEORGE M. BRITTON, 1902-03. Learned the trade of harness making. For many years a merchant in partnership with his brother, Daniel D. Britton. Resided at the northwest corner of Fifth Street and Milford Road. Died in 1917.

JACOB S. MANNERS, D.D.S., 1904-07. Practiced his profession of dentistry in Frenchtown for many years. A partner with his brother, Charles N. Manners, in the merchandizing business formerly owned and operated by ex-state Senator Martin. Resided in the old Martin home on Race Street. Deceased.

Dr. Frederick H. Decker, 1908-09. Practicing physician, residing on upper Fifth Street.

WILLIAM P. LOPER, 1910-11. Formerly circus manager; superintendent of the Frenchtown Porcelain Company plant; butcher; Borough Collector for many years. Deceased.

DR. HARRY M. HARMAN, 1912-13. Owner of the drug store. Practicing physician. Home and office, the former Martin residence at the corner of Bridge and Harrison Streets.

ALBERT E. LANNING, 1914-17. Section fore-

man for the Pennsylvania Railroad; now retired. CHESTER A. NIECE, 1918-19. Also Acting Mayor in 1929 after the death of Mayor Kerr. Engaged in the lumber business at Frenchtown, and in lumber, coal and feed at Lambertville. Also a woodworking plant at Allendale, S. C. The youngest son of former Mayor Israel L. Niece.

RICHARD W. KERR, 1920-21; re-elected in 1928, and died in office in 1929. Engaged in the coal and ice business, and directing head of the

large Kerr Chickeries, Inc.

Dr. F. S. Grim, 1922-23. A practicing physician at Baptistown; later purchasing the property at the northwest corner of Fifth and Harrison Streets, and removing to Frenchtown. A man widely esteemed by those who knew him. Since deceased.

WILLIAM W. ROGERS, 1924. Acting Mayor following the death of Doctor Grim. Long occupied an official position in the Crosby Manufacturing Company. Later moved to California.

HUGH SINCLAIR, 1925-27. Insurance agent; since retired. Residence, southwest corner Third and Harrison Streets.

CORNELIUS S. HOFF, 1930- . Engaged in the shoe and men's furnishings business on Bridge Street. Resides at the southeast corner of Third and Harrison Streets.

The tax rate for 1932 is \$4.02, as against \$4.43 for the previous year, and \$4.77 for 1930. During James E. Sherman's term as Mayor, 1894-95, the minimum rate was but ninety-eight cents.

THE PUBLIC SCHOOLS

In early days it was the natural custom to endeavor to situate a schoolhouse as centrally located as possible for convenience of the greatest number. Consequently at the beginning of the school record we find there were two schoolhouses; the one on the Baptistown Road, just past the lane leading in to the Luther Force farmhouse. This school was not long continued, however. There was also one located near the village, in "The Hollow," just past Twelfth Street, off Milford Road.

The next schoolhouse was built in the 1840s on loaned land, the property of Isaac Johnson, located on Second Street. Johnson failing and the land to be foreclosed, the citizens removed the building to a piece of land owned by Philip G. Reading.

At the intersection of Kingwood Avenue and the Ridge Road, a small single room stone school house was erected for the children living east and south of the creeks. At the time this building was erected, the section of the present Borough lying along Kingwood Avenue was a part of Kingwood Township, and then variously known as "Hensburg" or "Hentown." This section was





HOME OF MALLET-PREVOST Built in 1795



"HILLSIDE ACADEMY" Built in 1858

afterwards added to the Borough, but for some years was continued as before for school purposes. Finally, the scholars were moved to the larger schoolhouse on Everittstown Hill. There was also a private school conducted for a time by a Miss Smith in the old Presbyterian church building on Second Street; now the Town Hall site.

In 1858 Hugh Capner donated a piece of land along Everittstown Road for use in the erection of a school building. He also purchased the old schoolhouse on Second Street and removed it to the adjacent race bank where it became part of Eli Swallow's wheelwright shop and is now used as a garage. A frame structure, known as "Hill-side Academy," was built on the site donated by Mr. Capner and later added to, so that there were four large, light, commodious schoolrooms in the building.

In 1900 the old "Hillside Academy" was sold and removed, and a fine modern frame structure was erected by John Lancaster, a local carpenter, as the contractor. The cost of this improvement was \$11,000. Two years of a high school course were added to the curriculum at this time, the junior and senior years being completed by commuting the students to Lambertville High School.

Very mysteriously, this fine new building was burned to the ground on the morning of March 20, 1923. The fire was discovered about 7:00 A. M., and in little more than an hour the structure was only a memory. The immense chimney and warped, twisted fire-escapes stand to this day as a reminder of the past, as this site was not again used for school purposes.

For about three years public-school sessions were conducted in the chapel of the Presbyterian Church, the basements of the two other churches, and in the Town Hall, pending the erection of a new building, in 1925.

At this point we shall digress to mention a schoolhouse built in Shuster's Hollow in 1852, and patterned after the school at Frenchtown as to size. This school was in existence until 1875, and had thirty-seven different teachers during this period; a number of them later becoming lawyers, doctors, ministers, editors, etc. From among these we have space to mention just a few. The Hon. John C. Besson (an uncle of U. S. District Attorney Harlan Besson) taught in this school in 1856. He later removed to Hoboken and was elected a member of the General Assembly for 1885-86. The Hon. George O. Vanderbilt taught in 1864. Was elected to the General Assembly in 1873, and again in 1874, in which year he was chosen Speaker of the House. He was also elected as a State Senator in 1884. The Rev. Daniel M.

Matthews, for many years a "pillar" in the Frenchtown Methodist Church, taught in 1861-62; Simeon R. Opdycke in 1863, and afterwards at "Hillside Academy." Ross Slack, who for a short time published the "Frenchtown Enterprise," taught in 1870.

To-day only a trace of the crumbling foundation remains to show that a building once existed in this quiet spot in a rural landscape.

And now to return again to the Borough schools, and the problem facing its citizens and the School Board; with the final solution a wise one as the passing years have clearly demonstrated. After several elections, the matter of what was to be done in replacing the schoolhouse destroyed by fire, was finally settled, and a plot of ground on Harrison Street, above Eighth Street, and extending through to Milford Road, was chosen as the site and purchased.

A modern, two-story building of brick and stone construction was erected on this plot at a cost of \$136,000, and the new plant opened September 2, 1926, with all the grades, and a complete four-year high school course. Professor Leigh M. Lott was engaged as Supervising Principal, and ably assisted by a full corps of efficient teachers, the year's work began. Professor Bertram M. Light succeeded Professor Lott in 1931,

the latter having accepted a place as Supervising Principal at Salem, N. J. The teaching staff now consists of sixteen members. Students are sent to the Frenchtown School from far and wide by their school districts, some commuting by train and many coming in daily by school busses. The present enrollment of scholars (1932) from town and elsewhere totals about 425 boys and girls.

The school property, as it now stands, fully equipped, is valued at \$165,000. It has twelve commodious, light, airy, well ventilated school-rooms, including a gymnasium and auditorium. Without prejudice, it may be stated that the building is one that any community of this size might be justly proud to possess, and it is one that would have no difficulty in standing comparison with many modern schools in the larger cities.

There are some interesting comparisons between school affairs of to-day and yesteryear. On August 31, 1883, the principal reported 93 pupils in the Primary Department. Back in those days the principal was paid the munificent annual salary of \$450, and the teachers drew \$250 to \$300. We doubt if they would wish for the return of "the good old days." Neither would we.

In closing our records on the public schools of Frenchtown, we find room to mention two of our former principals. Newton J. Tomer taught here in the 1890s. He was an efficient teacher, a rare friend, and a strict disciplinarian. His father, who edited a weekly paper at Phillipsburg, wrote the music to words of a hymn that is known all over the world: "God Be With You Till We Meet Again." Hon. Edward Stout, who received instruction as a schoolboy under Professor Tomer, later became principal. He next took up the study of law, and is now practicing his profession. He is also a bank president and State Senator from Hudson County.

COMING OF THE CHURCHES

THE story of our local churches would be incomplete without first relating something of the coming of the churches in the surrounding community. While this is not intended as a complete catalog of the early churches, it conveys some idea of the church life of that distant period, and will undoubtedly be of interest.

As early as 1699 a Dutch Church was built at Somerville, and it is believed that the first Baptist Church in the county was in existence in Baptistown as early as 1720, although available actual records only carry back so far as 1742. This was a log structure, long since gone. The original name of this congregation was the Bethlehem Baptist Church. An Episcopal Church at Ringoes, also built of logs, dates from 1725, and there was a log church known as the German Reformed at Larison's Corners in 1747.

The Quakers first built a small church of logs at Quakertown in 1744; later succeeding this with a small stone structure which is standing to-day. In 1738 the first Presbyterian Church in the county was built near Reaville, and in 1765 Thomas Lowrey (whose name is prominent in the records of Frenchtown and Milford), together

with James Eddy, gave a half-acre tract in Flemington on which to build the Baptist Church.

The Everittstown Methodist Church was organized in 1817 and built in 1825, while the Kingwood Presbyterian congregation met for worship as early as 1745; possibly earlier although there are no extant records of an earlier date. They built a church in 1755, and rebuilt the present edifice, at present unused, in 1837.

The Presbyterian Church at Mount Airy dates from 1754. The early churches in Lambertville begin with the Presbyterian in 1817, followed by the Baptist in 1825, and the Methodist in 1838.

Acting Governor Reading, of Colonial days, 1757-58, and who was active in successfully concluding the treaty with the Indians at Easton, lies buried in the graveyard of the old Amwell church.

About the year 1815 the Methodists of Kingwood vicinity formed a class and began to hold meetings in the house of Thomas West. The next year a lot was purchased from Mr. West's farm, and soon construction of the first Methodist Church in the county was begun. In these early days the Methodists had what was known as a "preaching circuit." This circuit extended as far south as Trenton, took in a zigzag course of about two hundred and fifty miles, and it required five weeks for the itinerant preacher to cover the territory.

THE METHODIST CHURCH

One pauses here a moment to wonder what would happen in this day and age, if the people should become so concerned about the worship of the Almighty that they proceeded to rush up the framework of a church; hurriedly and roughly enclose the house; speed the laying of the floors and the putting of doors and windows in place; then, not waiting for the weatherboarding and the finishing of the interior, but utilizing rough boards laid across boxes as substitutes for the pews that were later to come; knocking a few unplaned boards together for a platform; placing other boards in position as a temporary altar, and hurriedly beginning preaching services the first day possible, under these crude surroundings. Yet such in brief was the beginning of worship in the first church to be built in Frenchtown.

The year previous to the beginning of building operations, or in 1843, a little band of Methodists had resolved to build a church, and a Board of Trustees was elected. This Board consisted of Cyrenius A. Slack, Ambrose Silverthorn, John V. Hull, Sylvester R. Chamberlain, John Rodenbaugh, Lewis E. Prevost and Charles Shuster. The plot of ground upon which to build was purchased from Hugh Capner for the sum of one hundred dollars, and the raising of the edifice

was begun, with Alfred R. Taylor and William Logan as the carpenters. Building operations started in the fall of 1844, and in 1845 strenuous efforts were made to finish the building, but not entirely completed until the following year, and dedicated on December 17, 1846, although as related above, the building was actually used for services in 1845, before its completion.

The first minister to officiate as pastor in this edifice was the Rev. Zerubbabel Gaskill (1843-44). Prior, however, to his advent upon the scene, another preacher of the Gospel, having already but four churches under his wing, like Alexander, was sighing "for more worlds to conquer." His name was the Rev. Joseph Gaskill. He was admitted to the New Jersey Annual Conference in the year 1842, and appointed to a charge consisting of four churches, namely, Quakertown, Everittstown, Baptistown and Kingwood.

Apparently considering this not being enough for one man he, in 1842, formed a class of eleven persons in Frenchtown, and the schoolhouse being barred for use for religious services, the meetings were first held in the wheelwright shop of John Walbert.

Later in life, the Rev. Mr. Gaskill, in writing of his past experiences, stated that "In addition to the four churches demanding my time and labor, I began to study and plan. . . . I arranged to hold a woods meeting near Quakertown for a few days." He also managed to hold what he described as "A little extra meeting in a neighborhood called 'The Swamp,' a few miles from Quakertown." He wrote also that it was "A year of much sacrifice, of hard toil, but full of blessing to my soul." In actual tangible reward for the year's work his total receipts were one hundred and twenty dollars.

On June 3, 1861, the seats were removed from the church to a temporary building, the building extended in length, raised to provide for a basement, steeple erected and the bell put in.

The Lecture Room (basement) was dedicated on Saturday, August 24, 1861. The enlarged Audience Room on Tuesday, January 28, 1862.

In 1895, during the pastorate of the Rev. Elkanah H. Conklin, the last dollar of mortgage indebtedness was paid off, and at impressive Sunday morning services the \$1,500 mortgage was burned, after having hung over the church for about twenty-five years. Since 1895 the church property has been free of all bonded indebtedness.

A complete roster of the pastors serving on this Methodist charge is here given:

Joseph Gaskill, 1842. Zerubbabel Gaskill, 1843-44.

Abraham M. Palmer, 1845-46. Thomas T. Campfield, 1847-48. S. W. Decker, 1849-50. Rodney Winans, 1851. Joseph Horner, 1852. Curtis Talley, 1853. James Harris, 1854. T. T. Campfield, 1855-56. William M. Burroughs, 1857-58. John W. Barrett, 1859. George H. Jones, 1860. Walter Chamberlain, 1861-62. W. E. Blakeslee, 1864. Henry J. Hayter, 1865-67. John B. Taylor, 1868-70. Cornelius Clark, Jr., 1871-73. Hamilton C. McBride, 1874. Edward M. Griffith, 1875-76. P. G. Ruckman, 1876. James H. Runyan, 1877-79. Thomas E. Gordon, 1880-81. I. N. VanSant, 1882-84. S. D. Decker, 1885-87. John O. Winner, 1888-89. Morris T. Gibbs, 1890-91. William McCain, 1892-94. E. H. Conklin, 1895-97. William A. Knox, 1898-99. Andrew Henry, 1900-1902.

Marion Johnston, 1903-06. William S. Newsom, 1907-09. Benson S. Crowcroft, 1910-12. Charles W. Wright, 1913-16. George H. Ketterer, 1917-18. James Jamieson, 1918-19. Albert Dezendorf, 1920-22. Elzie G. VanTilburg, 1923-27. Thomas Walker, 1928-29. George M. Mueller, 1930-31. Merritt H. Webb, 1932-

FIFTIETH ANNIVERSARY

The fiftieth anniversary of the building of the Methodist church was observed by special Semicentennial exercises, commencing the week beginning December 15, 1895. The first speaker on this occasion was the Rev. Thomas E. Gordon, a former pastor, who spoke on the evening of Monday, December 16. On Tuesday, "Anniversary Day," at 6:00 P. M. the church bell was struck fifty times to symbolize fifty years of church history; the Rev. I. N. VanSant, another former pastor, being the speaker of the evening. The Rev. William McCain was scheduled for Wednesday evening, but being unable to attend, the Rev. John McMurray, of Finesville, consented to act as substitute. The Rev. Watson Blakeslee

spoke on Thursday evening. The next evening the pastors of the sister churches of the town. On Saturday evening the Epworth League was in charge of a special service, of which the following was the program:

Service of Song	Epworth Chorus
Prayer and Scripture	Pastor
Historical Sketch	Frank Maxwell
The League and the Church	Rev. L. J. Gordon
Vocal Solo: "Fear Not Ye, Oh Israel"	. Miss Janet Williams
Address	.Rev. A. M. Palmer
Address	.Rev. Joseph Gaskill

Doxology and Benediction

The two former pastors on the above program were the speakers for the concluding services on Sunday, December 22.

SEVENTY-FIFTH ANNIVERSARY

The seventy-fifth anniversary of the Sunday school was suitably observed under the direction of Clarence B. Fargo, then superintendent. The special observance began with Sunday, September 19, 1920, and was concluded the following Sunday. The morning service had as speaker Bishop Luther B. Wilson, then at the head of the New York Area of the Church. In the afternoon, a special Sunday-school program was given and an address made by the President of the Hunterdon

County Sunday School Association. The observance of the anniversary continued as follows:

Monday: Motion Picture. "The Stream of Life," shown in Fred Sipes' theatre.

Tuesday: Dollar Banquet. Rev. J. A. Smith, Pastor of Grace United Evangelical Church of Allentown, Pa., as speaker.

Wednesday: Prayer Meeting with special program.

Thursday: Lecture. "The Man on Horseback," by Rev. Austin E. Armstrong.

Friday: Musicale. Flemington Male Quartette.

Saturday: Fancy Bazaar and Festival.

Sunday: Concluding Service by the regular Pastor, Rev.

Albert E. Dezendorf.

PRESBYTERIAN CHURCH

The beginning of the Presbyterian church grew out of services held in Walbert's wheelwright shop; which shop was afterwards remodeled into the house that now stands at the northwest corner of the alley between Second and Third Streets on Harrison. The families of Joseph Kugler, Philip G. Reading and Joseph Case gathered here with their neighbors for services in the early 1840s.

The first Presbyterian Church edifice was erected in 1845 on the present site of the Town Hall on Second Street. An interesting relic of this building, two of the original invoices for material supplied, is in our possession, and they are as follows:

The Trustees of the Presbyterian Church To John Sailor, Dr.

1845	
Aug. 16 to 1,566 ft. Hem. Scantling @ 75c	\$11.75
Aug. 16 to 1,663 ft. Hem. Plank @ 75c	12.47
Aug. 18 to 3,996 ft. Hem. Scantling @ 75c	29.97
Aug. 18 to 1,400 ft. Hem. Lath @ 32c	4.48
	\$58.67
Cr. by subscription	5.00
	\$53.67

Rec'd payment in full,

John Sailor.

In 1845 Mr. Sailor operated a saw mill on the site of the present postoffice corner and lived in the house just north of the National Hotel, now the home of Stacy Risler.

The second invoice was also to

Trustees of Frenchtown Presbyterian Church In a/c with L. M. Prevost & Son.

1845	
July 18 to 16 lbs. Nails @ 5\(^4\)c	\$.92
July 23 to 1 qt. Rum (Stone Frolic)	$.12\frac{1}{2}$
Aug. 19 to 6 sheets sandpaper @ 2c	.12
Sept. 3 to 53 lb. Spikes @ 5%c	3.14
Sept. 6 to 4 lb. Nails @ 6c	.24
Sept. 6 to 18 lb. Spikes @ 6c	1.08
Sept. 8 to 8 lb. " @ 6c	.60
-	@¢ 09

\$6.23

Unless the auditors noted the discrepancy, the Prevost's seem to have gotten the best of the Trus-

tees by a 12 cent clerical error in the last item, as well as a half cent on the rum.

The present church edifice on Fourth Street was built in 1854, the chapel was later erected to the east of the main building, and dedicated as a memorial to the first wife of the Rev. W. H. Filson, who was the pastor at that time.

Following is a roster of the Presbyterian ministers having served in this place:

Samuel F. Porter, 1849.
Joseph Rogers, 1857.
J. G. Randolph, 1864.
Nathan Aller, 1882.
W. H. Filson, 1883.
William L. Moore, 1900.
John C. French, 1904.
Robert Lee Logan, 1919.
John C. Tanis, 1921.
Glenn Otto Lantz, 1929.
Harvey L. Jennings, 1932.

During the pastorate of the Rev. J. G. Randolph, the church sent Mr. and Mrs. Joseph Reading as missionaries to Gaboon, West Africa.

The pipe organ installed in the church was the first in Frenchtown, April 4, 1901, while the Methodist organ was put in during the pastorate of the Rev. Charles W. Wright, 1917-18.

BAPTIST CHURCH

As early as the year 1839 there had been occasional visitations by Baptist preachers, and a little band had come to hope some day to be able to organize a Baptist church in the village. In 1859 the Rev. J. G. Penny was appointed as a missionary to Belvidere and Frenchtown. For a time the little congregation had use of the Methodist property, and later that of the Christian Church on Kingwood Avenue.

Eventually the undertaking of erecting an edifice of their own was begun, and the church was dedicated on Christmas Day of 1861.

The pastors who have served the Baptist church, in addition to the Rev. Penny, mentioned above, are as follows:

W. D. Hires, 1862.

A. Armstrong, 1866-69.

S. C. Boston, 1870-72.

W. H. Shermer, 1872-73.

W. H. Pease, 1873-75.

S. S. Woodward, 1876-78.

W. D. Hires, 1878-81.

E. D. Shull, 1881-83.

James Walden, 1883-87.

J. W. Taylor, 1888-90.

H. A. Chapman, 1891-94.

C. M. Dietz, 1895-1900.

J. A. Jenkins, 1900-03.

T. J. Hopkins, 1904-05.

H. M. Peck, 1905-06.

R. H. Austin, 1907-10.

S. W. Powell, 1910-13.

W. B. Kell, 1913-17.

J. H. Higby, 1918-26.

William L. Anderson, 1926-28.

L. H. Goehring, 1928-31.

Wilson G. Wismer, 1931-

Second, Third and Fourth Streets were formerly known as Baptist, Methodist and Presbyterian Streets, respectively.

CHRISTIAN CHURCH

This denomination is no longer active in Frenchtown. A Christian Church was built in 1846 on a site located on Kingwood Avenue. Some years ago, it was sold and afterwards turned into a dwelling.

THE FRENCHTOWN CEMETERY

Our "Silent City of the Dead" is one of the most beautiful cemeteries to be found in localities of this size. With its old shade, its well-kept plots, its beautiful situation, its serenity, one, perhaps unconsciously, is caused to feel that when my little day is done and I am numbered with my fathers, here I would sleep in peace and be at rest.

Started as a private burying ground, with the interring of the body of Mrs. Prevost in 1810, the cemetery was later opened to public use, and organized as a Cemetery Association, September 30, 1857. Several purchases of additional adjacent tracts have been made by the Association from time to time. Beneath its green sod there lie the mortal remains of considerably more than twice the number of those now living in the Borough of to-day.

"It is appointed to man once to die." Turning from the scenes and activities of life, as recorded in this book, and taking a brief stroll through the aisles and avenues of the Frenchtown Cemetery, and observing the many familiar names, the above quotation comes to mind with added force. In visiting this sacred spot, and here spending an hour, and as we have come upon the last resting places of men once active in the affairs of the community, we have jotted down the names and dates that we repeat here:

Philip G. Reading, 1816-1885, and W. W. Hedges, 1809-79, who were business partners in life, lie at rest within but a few feet of each other in death, near to the entrance of the cemetery.

The name of Prevost is very familiar to us. Besides the old original plot, we note that of Andrew G. Mallet-Prevost, 1821-1907, where all that is mortal of the man, his wife and four children, lie in their last sleep.

At random, we also list these familiar names and dates:

Peter S. Kugler, 1829-1886.
David R. Worman, 1836-1922.
Daniel F. Moore, 1832-1907.
Gabriel H. Slater, 1825-1908.
Dr. Asher Riley, 1821-1891.
Albert P. Williams, 1844-1912.
Lorenzo S. D. Kerr, 1842-1916.
Charles N. Reading, 1854-1915.
Cornelius Hoff, 1805-1892.
Samuel B. Hudnit, 1822-1873.

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Robert L. Williams, 1813-1892. Thomas Able, 1844-1892. Frank B. Fargo, 1833-1902. William S. Stover, 1824-1880. George M. Britton, 1854-1917. James N. Reading, 1856-1913. George W. Hummer, 1853-1922. Lorenzo D. Hagaman, 1857-1924. Bryan Hough, 1828-1894. Richard W. Kerr, 1885-1929. James E. Sherman, 1854-1929. Hugh E. Warford, 1825-1887. George W. Eddy, 1832-1897. Captain William H. Slater, 1819-1900. Elisha W. Opdycke, 1852-1912. Jacob White, 1830-1909. Charles White, 1855-1916. William C. Apgar, 1847-1929. William H. Martin, 1846-1904. Isaac Taylor, 1830-1895. Nathan Shurtz, 1818-1902. Ishmael Brink, 1826-1899. William T. Srope, 1830-1906. Edward Hinkle, 1827-1903. John V. Gordon, 1842-1898.

Thomas Pittinger, 1807-1849. Rheese Budd, 1842-1920. Charles M. Shields, 1854-1917.

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J. S. Manners, D.D.S., 1850-1919.Newberry D. Williams, 1807-1886.Aaron P. Kachline, 1835-1909.E. B. Kachline, 1837-1899.

The present officials of the Frenchtown Cemetery Association are: Samuel O. Eddy, President; Harry J. Able, Secretary and Treasurer; William J. Weiss, Holmes Larue and Clarence B. Fargo.

An elegy, as our readers know, is a poem of regret, called forth by the decease of a loved one. The word goes back to a Greek root. With the beginning of the seventeenth century, in England, an elegy was considered a component part of the inscription for a tombstone and many of them are of a very odd and bizarre nature to say the least.

Most of us have read or at least heard of Gray's famous "Elegy Written in a Country Churchyard." Thomas Gray was an English poet living in the eighteenth century. In the twentieth stanza of his "Elegy" he writes:

"With uncouth rhymes and shapeless sculpture decked Implores the passing tribute of a sigh."

To a very large extent, the use of the elegy on

tombstones passed out with the 1860s and 1870s. A half hour's stroll through the older section of the Frenchtown Cemetery will afford some examples of this custom of the past that should prove of interest to a later generation.

A number of stones will be found to have, in addition to name, dates of birth and death, and other statistical information, an elegy that in a number of instances will be found to consist of a dozen lines of very small letters chiseled by hand and running almost the entire width of the stone. We have observed one example that occupied a space of sixteen lines.

At least fifteen stones were noted that carried the following inscription, or an excerpt therefrom:

> "Asleep in Jesus; blessed sleep, From which none ever wake to weep."

Advice of an eighteen-year-old daughter to her parents reads like this:

"Farewell Father and Mother dear;
I am not dead, but sleeping here.
Prepare for death, for die you must,
And with your daughter sleep in dust."

Even less might be said for the poetical meter of the following elegy; it might even be classed as somewhat uncouth:

"Affliction sore, a long time he bore; All physicians were in vain, When God, merciful and good, Relieved him of his pain."

And this, from a small stone in memory of a child:

> "We had a little Herby once; We loved him, ah too well. The angels came and took him, To his heavenly home to dwell.

A PRIVATE GRAVEYARD

On the Pennsylvania side of the Delaware, directly opposite the foot of Third Street, a private burying ground, perhaps sixty feet or so square, surrounded by a brick wall with a stone coping, the entrance closed by wrought iron gates; this burying ground is known as the Erwin Family Graveyard. It is well worthy of a visit by those who may be interested in the past.

There are probably twelve or more bodies resting in this ground, and one of the tombstones is inscribed to the memory of John Erwin, a Revolutionary officer who died in February, 1782, at the early age of twenty-six years.

In this graveyard is also found a large marble tablet inscribed as follows:

On the 9th of June 1791 Died At Tioga Point in the County of LUZERNE By the Hand of an Afsafsin, ARTHUR ERWIN Esqr Of Bucks County, Aged 65 Years Whose Life Had been devoted to Perfuits Useful to his Friends To his Family and to his Country His Body was conveyed to & interred In that particular Ground Which in his Lifetime he had pointed out, And this Stone placed As well, to designate the Spot As to reverence his Memory. By his Defendents.

OLD BURYING GROUNDS

The oldest burying ground located in this section is the one at Quakertown. Unfortunately, the Quakers held a prejudice against the practice of placing inscriptions on gravestones, and consequently the earliest date found there is on one stone dated March 12, 1761. There were, of

course, earlier burials in this ground, but the graves were marked simply by pieces of common field stone.

Prior to the opening of the Frenchtown Cemetery, the nearest public burying ground was that opposite the Kingwood Presbyterian Church, near Baptistown, mentioned elsewhere as the burial place of Colonel Thomas Lowrey and his wife, and a brief account of some of those people whose remains lie here should be of interest.

On the Lowrey plot are stones in memory of Thomas How Lowrey, died in 1790, aged 4 years; Samuel, died in 1791, aged 26 years; William, died in 1802, aged 12 years; evidently a son and grandchildren.

Henry Lott, the first President of the Union Bank of Frenchtown, is buried here with his wife, his father and mother and a young son. Mr. Lott's mother lived to the ripe old age of 94 years and 9 months. His son, a boy in his thirteenth year, met a tragic death by accident in the performance of some boyish stunt. Phillip Hoff, 1810-86, a member of the first Board of Bank Directors, is also buried in these grounds, also the following of whom we make mention:

William Rote was a native of England and emigrated to this country. A common practice in early days was for emigrants who were unable to pay their passage to the new country to make the voyage under an agreement for the captain of the vessel to sell them into servitude after arrival here and thus permit them to work out their passage money. This custom, however, was not without its abuses. Rote was one of those thus sold into bondage after reaching America. He died in 1850 at the age of 81 years.

Elijah Rittenhouse was the grandfather of Elijah Case. He died in 1851 at the age of 57

years.

William Voorhees was the great-grandfather of Miss Mary Williams and a brother of W. W. Thatcher's grandmother. Born in 1775, and died in 1846.

There is a saying that "the only good Indian is a dead Indian." We cannot say whether or not Barefoot Smith was an Indian, but he must have been good, for on his stone we read: "Blessed are the dead which die in the Lord." The further inscription on his stone reads:

In Memory Of BAREFOOT SMITH

who departed this life the 24th day of June, 1815 aged 63 years, 5 months and 6 days.

Next to his grave is a stone in memory of John Smith, son of Barefoot and Mary Smith, died 1799 at the age of 18 years.

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INDIAN BURYING GROUNDS

At one time there was a very large Indian burying ground located about a quarter mile off the public road from Spring Mills. It was the Indian custom to bury their dead in a sitting position, mark the graves with cone shaped mounds, and the Indians visited the grounds much as people do to-day. Later on, however, this ground was all plowed over and there are no traces of it to be seen in the present day. There is a record of this particular place that was made by a certain surveyor, the record dated in the year 1710.

OUR BANKING INSTITUTION

A good bank is to any community the heart that pumps the financial life-blood through the veins of its business structure, and Frenchtown has been blessed for many years, through fair and foul weather, with such an institution; one that has stood as a tower of strength in the community.

In 1856 the bank was incorporated under state laws as "Union Bank of Frenchtown," with Henry Lott as the first President and Newberry Williams as Cashier. The Board of Directors' names are given in the letter of Mr. H. S. Stover, fol-

lowing on a succeeding page.

In 1865 the bank was reorganized under the Federal Law as the "Union National Bank."

The first banking house was located on Second Street, near the corner of Harrison. It was a two-and-one-half-story frame structure with large pillars in front. This building was destroyed in the fire of 1878, the bank reopening promptly for business in the residence on the northeast corner of Second and Harrison Streets, doing business there pending the building of a new home on Bridge Street.

The next permanent structure was a red brick building on the present site. This building was erected in 1878. A fine new front, with modern 122

improved vault and bank fittings, was an improvement made in 1923 at a total cost of about \$40,-000. A Safe Deposit Department was added at the same time.

The Cashiers, named in the order of their succession to Mr. Williams, were: William S. Stover, Abel B. Haring, and the present incumbent, Edward W. Bloom.

Present Board of Directors is:

Harry J. Able, President.
Dr. Frederick H. Decker, Vice-President.
Samuel O. Eddy,
Edward W. Bloom.
E. Dale Opdycke.

The capital stock of the institution is \$75,000; surplus and undivided profits at last public statement was \$147,906, and the total of deposits have at times run to over two million dollars, which all must agree is a rather remarkable record for a community of this size. Indication of the growth of this institution during the past thirty years, we quote from statistics for the year 1902: Surplus and undivided profits of \$66,781; individual deposits, \$213,567.55. This bank has continuously paid dividends semi-annually, its 149th consecutive dividend check mailed to stockholders as of July 10, 1932.

During the life of this institution there have

been two attempts at robbery. The first attempt was made by a gang of five or six men shortly after midnight on September 18, 1873. Entrance was gained by turning the key from the outside. Gaining admittance, they proceeded to the door of the bedroom of the Cashier, William S. Stover, and his wife, and attempted to force the bedroom door, no doubt with the intention of compelling Mr. Stover to open the bank safe.

Fortunately, Mrs. Stover saw the door beginning to bulge and woke her husband who sprang out of bed and braced against the door while his wife raised a window and called out: "Murder!" With this, a pistol shot was fired from the street, undoubtedly as a signal, and the gang made a "getaway" quickly, without having gained anything by their attempt. Two horses and wagons were stolen from elsewhere in town and held ready for their escape.

The old banking house on Second Street had living rooms for the cashier's family on the first floor at the rear of the bank, with bedrooms on the second floor.

The second attempt, also availing the robbers nothing, was made on the night of December 7, 1888, when an entrance was forced at the rear of the bank building and an attempt made to jimmy the vault.

We are privileged to quote from an original letter never before published, in reference to the beginnings of the bank in Frenchtown, written by Mr. H. S. Stover under date of February 14, - 1856. We follow the original spelling, grammar and punctuation of the letter and quote as follows:

Erwinna, February 14, 1856.

Respected Friend:

I received your letter on the 4th inst and would have Answered it sooner, But wating to have More information ie. to See how the board of Directors Would be. Last Saterday the 9th st We held a Meatinng of stockholders in French Town and their was a strong turn Out the One hundred Thousand Dollars has all been subscribed, They meating then was Organized by Calling Revrent Gearhart to the Chair & Samuel Britton Esq-Teller, and Baltis Pickel secretary. The Meting then Comenced to Nominate Candidates for Directors to consist of Nine for New Jersey & Fore for Pacomencing with Jo Case

> Philip G. Reading Dr. D. W. C. Hough Henry Lott Samuel C. Eckel New Jersey Able Webster Jonathen Pickel Elias Trimmer *Philip Hough Newberry D. Williams Pennsylvania Henry S. Stover Tobias Worman

Christian Hager

* The director's name listed in the letter as Philip Hough should have read Philip Hoff.

The above Named ware all Elected as Directors for the Union Bank of French Town for one year-there being some 5 or 6 Jentlemen, besides the above on Nomination & A. G. M. Prevost, among that number that were Not elected. The latter we think has not had Justice done. He being a Director in the Flemington Bank and a Brotherinlaw to Mr. Allen & the Question being put by John Case to L. M. Prevost wether Andrew Prevost would with draw His name in the Flemington Bank if Elected at Frenchtown, This question was not answered, and the Result, was He was Not elected.—We then ajurned to vesterday the 13th we then Organised by apointing Henry Lott, Chairman & Newberry D. Williams sec. We then proseded, to view and purchase a Banking House the Most Convenient was a New frame House built last sumer with heavy Colums, a good appearance for a Bank, this We purchased from Mr. Slater for \$2650.00 Cash on the firse of Aprile next * * * * * (irrelevant matter omitted) * * * * * The next thing then before the Board was to Elect a President from among one of the board of Directors, there being no propositions made meary asking Mr. Samuel C. Eckel to tand as a candidate wich He declined, I am informed Jonathan Pickel would serve & Newberry D. Williams is also a Candidate here the Question then Came up ho Could we get that would be fully Confidence outside of the board for Cashier Mr. Reading stated that He had been to Doilestown to se Mr. Brock being in a station there worth Seven hundred Dollars anuly, would not Agree to leave and serve Us for Lefs than \$1500 Wich was too large a sum for us So He left Mr. Brock at Doylestown and left for Trenton but found no Cashier. I then Interduced You with Reference to A. G. M. Prevost wich seamed to Give general satisfaction, the next thing done by the bord was to apoint a Comittee to go to New York to call on you for more information & to select the Desired plates Safe, Books.

Yours respectfully,

H. S. STOVER.

THE MAILS

In the early days of the colonies communication was slow, difficult, and more or less uncertain. At first the mails were carried on horseback, then by stage as the roads were improved and increased. In 1729, mail between the cities of New York and Philadelphia passed each way but once a week in summer, and in winter once a fortnight or less, according to weather conditions. Little or no improvement was shown up to 1754, but by 1764, mails were being carried three times weekly between these points. The mail was carried in canvas sacks on horseback and it required twenty-four hours one way, with a change of horses every twenty miles of the route.

By the year 1791 there were then just six post-offices in the state. The postoffice in Frenchtown dates from the year 1839, when the mail was carried on horseback from Trenton, by way of Stockton. At that time the cost of mailing a letter varied from $6\frac{1}{4}$ cents to 25 cents.

The postoffice was first in the store of Allen & Everts, one of the partners acting as Postmaster. This was the store on the corner of Bridge Street and Trenton Avenue, and later known as L. M. Prevost's "Big Gun" store, A. Y. M. Prevost was the Postmaster in 1851.

Later a removal of the office was made to Doctor Hough's drug store, with Bryan Hough acting as deputy; then W. W. Hedges was Postmaster until 1861; followed by Bryan Hough, 1861-67, with another change in location to Hough & Smith's shoe store in 1865. The next Postmaster was Oliver Worman, in the present "A. & P." location, and Philip G. Reading in 1869 in the three-story brick house across from the depot. Charles B. Higgins succeeding to the office in 1869, it was moved to his confectionery and cigar store, the present Trimmer place on Bridge Street.

Succeeding Postmasters, with the office in various locations on Bridge Street, have been John L. Slack, Josiah Butler, Thomas Palmer, Aaron P. Kachline, James E. Sherman, Oliver Kugler, William Britton, Oliver Hoffman, and the present incumbent, Charles Arthur Britton, who has but recently moved the office to commodious quarters in Fred Sipes' block at Bridge Street and Trenton Avenue. The actual removal was on Saturday, March 12, 1932, and the new office opened for business on the succeeding Monday.

The business of the Frenchtown postoffice has increased in recent years by leaps and bounds, and notwithstanding that the population of the Borough is under the 1,200 figure, it is the only first-class postoffice in Hunterdon County. Available records show that for a one-year period in

1869-70, a total of 158 money orders were issued, and the Postmaster's record for the last quarter of 1869, showing his compensation for issuing money orders, reads: "Amount due for fees for quarter ending December 31, 1869, \$2.14." Thirty years ago the receipts of the office were not much above \$3,000, annually, while in recent years receipts have run to over five times that sum in a three-month period.

It is a far cry from mail on horseback at 6½ cents to 25 cents per letter, to the present-day airplane service across the country from ocean to ocean in but two short days, and at a cost of

but five cents for air mail postage.

Public Utilities

WATER. On September 6, 1900, a franchise was granted for the laying of water mains in the streets of the Borough, and for the installation of fire plugs and for providing water service to the community. Out-of-town interests put through the project and later sold the plant to local business men, among them being Charles N. Reading, Abel B. Haring, Albert P. Williams and others. This public improvement was put in during the administration of Samuel O. Eddy as Mayor.

The original name of the company as stated in the franchise is the Frenchtown Water Company. The franchise is perpetual. The capital stock was divided into one thousand shares of a par value of twenty-five dollars each, and the original managers named for the first year were: Merritt W. Pharo, Edwin R. Bell, Joseph W. Pharo, Maurice D. Engle and Clayton H. Evans.

Having next passed into the hands of local interests, all the capital stock, excepting only a few shares, were gradually acquired by former state Senator, William C. Gebhardt, of Clinton, and after his decease were sold by his executors to the National Water Works Corporation, with offices in New York City, later passing into control of the Delaware Valley Utilities Company.

Concerning the matter of water rates, it is generally felt that early action should be taken by the proper authorities in seeking a reduction in these rates. There have been gradual increases, the last in "boom" times, and now a reasonable reduction would appear allowable. The rates as given in the Borough Ordinance, allowing for a consumption of 30,000 gallons per annum, were \$12. The present rate for complete house service is \$36, or three times the original rate.

ELECTRIC SERVICE. A Borough franchise was granted to Barnabas Devitt for the supplying of electricity under date of March 3, 1904, George M. Britton, Mayor. A power plant was installed in the Worman Mill on Trenton Avenue and a limited type of service given, when under date of

November 1, 1906, an Ordinance was passed for the building and operation of a Municipal Electric Light Plant. Dr. J. S. Manner was Mayor at this time. A plant was erected on a plot of ground purchased from James E. Sherman, across from the depot, and a street lighting service provided, as well as a limited house service; no current was available for daytime use.

In the course of time a proposition to sell the plant and franchise to private interests appeared upon the horizon, and an Ordinance approving such sale was passed by Council on September 3, 1925, and approved by the voters at an election held November third of the same year. The vote stood, 328 affirmative, and only 76 negative.

The State Board of Public Utilities had advised the sale providing a sum not less than \$20,000 could be secured, with the further expression from that body that as a going concern, probably somewhat more than that figure might be realized. The sale was consummated at a price of \$31,500, and the plant passed into the hands of the New Jersey Power & Light Company, a link in the chain of the Associated Gas & Electric System.

Present service is good and of a full and complete type for heat, light and power available at all hours.

TELEPHONES. The Merchants' & Farmers' Telephone Company built a line of communica-

tion connecting Frenchtown, Lambertville, Flemington, Clinton and points in between. The rates were low, but the out-of-town service became very poor. This undertaking was a promotion on the part of local men. Later this organization sold out to the New Jersey Telephone Company, and while the rates for local service are considerably higher, the service is good, and quick connection with all long distance points now to be had, even to talking with London, Paris or Berlin if one is willing to pay the toll. The company owns the three-story brick residence property at the corner of Second and Harrison Streets, where the exchange is located, and complete day and night service is now provided.

FIRE PROTECTION

It seems unthinkable, in this day, that for many years the town was without any fire protection whatever, other than such as could be given in case of emergency by citizens formed into volunteer bucket brigades.

A meeting finally was held to consider the organization of a Volunteer Fire Company on February 1, 1866, but at that time no action was taken and the matter lapsed.

About two years later, or in 1868, "Vigilant Fire Engine Company No. 1" was organized; a second-hand, hand-pumping engine was purchased,

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but in 1869 this organization faded from the picture. Silas Wright was President and Garret L. Peer, Foreman of the first Vigilant Company. The Company was again reorganized in 1873, but again, in less than a year, it was no more.

When the fire of 1878 occurred, the old handpumping engine was again brought out to the light of day, although no organized fire company then existed, but it failed to work. Heroic measures, however, largely "saved the day" on that occasion, as recounted under heading of "Great Fire of 1878."

The next attempt at the organization of a fire company was that of the Active Fire Company, organized November 8, 1883, with eighteen active members, all of whom have since departed this life. The names of these members were:

George W. Bunn.
Lorenzo D. Hagaman.
William H. Martin.
Edward B. Kachline.
Aaron P. Kachline.
Albert P. Williams.
Edwin G. Williams.
Abel B. Haring.
George W. Hummer.
D. C. Dalrymple.
Samuel E. C. Manness.

James N. Reading. William R. Shurtz. Wilbur Slack. George M. Britton. William H. Stahler. Joseph C. Hough. John R. Hardon.

The present Union Fire Engine Company No. 1 was organized in 1888, and on March 13, 1889, was incorporated for a term of fifty years, with a membership of seventy-two. Far less than half of this membership is still living.

The original officers, as elected at a meeting held in the Town Hall on September 12, 1888,

were:

Wilbur Slack, President.
George W. Hummer, First Vice-President.
Frank N. Slack, Secretary.
Isaac Taylor, Treasurer.
Jonas B. Lyons, Foreman.
L. D. Roberson, First Assistant.
Judson Hoff, Second Assistant.
Alfred Robinson, Chief Engineer.
William H. Britton, First Assistant.
Demorest Roberson, Second Assistant.

During the term of Wilbur Slack as Mayor, a new engine, operated by steam, and modern for

that day, bright, shiny and efficient, was purchased at a cost of \$1,900. In 1924, a modern gasoline-driven engine, automobile chassis mounted, was purchased at a cost of \$7,112.50, and with the installation of a fire alarm system with boxes located about town at a number of convenient corners, and connecting with an electric siren alarm mounted in the cupola of the Town Hall, we have modern fire protection at this time equal to what might be expected in any up-to-date place other than cities of a size where they have a paid, instead of a volunteer organization.

POPULATION

Hunterdon was originally the most populous county in the state, as recited elsewhere. With the passing of time, the drift of population turned cityward, and consequently there are fewer inhabitants to-day in the county than there were sixty-two years ago, or in 1870, as shown by the statistics to follow.

In the first state census taken in 1737, when the county was much larger in area than to-day, the population was 5,288. This figure was very greatly increased by the time of the first United States census in 1790, the figures then being 20,153. In the next eighty years the population almost doubled, and in the 1870 census there were enumerated, 36,963 people, while that of 1930 lists but 34,728.

The population of Alexandria Township has decreased from 3,811 in 1850, to 1,094 in 1930. It should be remembered, however, that a good part of the village of Frenchtown was a part of the township in 1850.

The population of Frenchtown in 1875 was 960; about 1,100 in 1895, and in the census of 1930 the count was 1,189.

THE MOVING PICTURES

The old Penny Arcades and the Nickelodeon largely passed out with the coming of the movies. The first moving pictures were very crude, flickered badly, were a real trial to the eyes, and were usually shown in some vacant storeroom at an admission of a dime. The pictures at first had no plot or story, being simply horses racing, men fighting or other scenes of animated action. They were, nevertheless, a sensation, just as the radio was in a later day. As time passed they were much improved and eventually became entitled to be known as the "silent drama." The next step was the talking picture, with which we are all familiar.

A young Italian shoemaker came to Frenchtown around the year 1909, and like many another keen youth of foreign extraction, he evi-

dently had his ear close to the ground, listening for the coming of opportunity. This young man's name was Peter deMauro, and it was by his initiative that the first movie show was opened in Frenchtown, in the Town Hall. After a time deMauro sold out his interest to William F. Hillpot and departed for other fields. Later the business passed into the hands of Fred H. Sipes, who moved it to the Worman Building on Bridge Street; purchasing the building after the death of David Worman.

With the coming of talking pictures, the silent drama lost its flavor, and the owner, having an opportunity to lease the ground floor of his building to the Post Office Department for a term of years, sold his movie equipment and remodeled the building for our present up-to-date postoffice; the Postmaster taking possession of the new quarters on March 12, 1932.

Since the discontinuance of the Sipes' "French Theatre," Mr. Wilmot Milbury has remodeled a part of his large store building as the Gem Theatre; the finest equipped movie house in Hunterdon County, and first opened to the public on Thursday, July 14, 1932.

THE PHONOGRAPH

In this radio age one hardly stops to look at a phonograph, much less take the time to listen to

it, but it was not always thus. In its day, Edison's phonograph was as much a sensation as was the radio many years later. Its first public appearance was on the stage of a theater, much as is happening with television to-day when an admission of a quarter is being charged to hear, and at the same time see the performers, who are located in another part of the same building. No doubt television will be improved in time so that we will at the same time hear and see the artists located many miles away. It seems not even as impossible as did radio just a few short years before it had actually taken possession of our homes.

To return to Edison's phonograph, and what it had to do with Frenchtown: In the early days the machines were rented out on contract. The operator of the machine would take a stand or location on the street and set up for business; going from town to town, attending picnics, harvest homes, etc. Instead of the sound box being attached to a horn, it was connected with a metal tube that extended around the side and front of the machine. To this tube would be attached smaller rubber tubes at intervals, each ending in a set of earpieces. A record would be placed on the machine by the operator, the earpieces would be grabbed, yes literally "grabbed" at a nickel each, and the group around the machine would

remind one of "bees around a tar barrel." Two of these early machines were operated in Frenchtown and vicinity for a time; one by William Kline, and a second outfit by George F. Bloom and Oscar Kachline. All this, of course, was back in the "gay 90s."

THE RADIO

The first message speeded over the telegraph line was: "What hath God wrought?" When the novice first peered inside the radio box and saw the helter-skelter arrangement of wires, tubes, etc., and visualized what it was and what it could do, his thought frequently was similar to that of Morse. Each marvelous new invention, no doubt, creates much the same feeling engendered by both of these means of communication. We believe that Doctor Grim owned the first radio in Frenchtown. For some little time these first outfits were a great sensation. Our more modern sets of to-day; one in practically every home, are considered more in the light of necessities rather than as in the luxury class.

NEWSPAPERS

The first newspaper printed in the state of New Jersey was the "New Jersey Gazette," which started publication December 5, 1777. It was issued at Burlington. The subscription price was

twenty-six shillings a year. Evidently not a great success, the publication was discontinued in 1786. Prior to the coming of the newspaper, however, there was a magazine known as "The American Magazine," published at Woodbridge, first appearing in January of 1758, and discontinued for lack of sufficient patronage, with the issue for March, 1760. This was the first magazine published in New Jersey, and the second in the whole of America.

The first newspaper published in Hunterdon County was the "Hunterdon Gazette and Farmer's Weekly Advertiser," started by Charles George, March 24, 1825.

In Frenchtown the first weekly newspaper was "The Press," published by Charles Joiner, on Harrison Street, next to the old Temperance House. The first issue of "The Press" was dated April 2, 1868, and publication was continued up until the time of the fire of 1878, when the plant was destroyed, and excepting for a single edition, printed in Trenton right after the fire, the publication was discontinued.

The next to appear was the "Hunterdon Independent." The first issue was dated May 5, 1871. It was published by Silvanus D. and Ross Slack, and owned by Andrew Slack. The next owner was John R. Hardon, who continued the publication for many years, finally disposing of the property

in his old age to Joshua Stout, and at the present time owned and operated by Morgan T. Davy.

Ross Slack began publication of "The Enterprise" on February 11, 1881, but the enterprise was a short lived one; going into but a few issues and then discontinued.

In 1879 William H. Sipes began publication of the "Frenchtown Star," a small eight-page monthly at twenty-five cents a year. In its original form the first issue measured 61/4 x 91/2 inches. The first number was dated May. Later the publication was changed to a six-column, eight-page weekly newspaper and issued continuously up to the time of Mr. Sipes's death. Publication has since been continued under the supervision of his son, Horace E. Sipes. In perusing Vol. 1, No. 1, we note the single page of local news, headed: "THE FRENCHTOWN STAR * It Shines For All-At 25 Cents Per Year." The balance of the paper is made up of a "Salutatory" on the editorial page, with poetry, one very short story, notes, recipes, etc., and a column of "Children's Letters."

BUILDING AND LOAN

Of vast importance to many citizens in financing the purchase of a home, and the gradual payment of the mortgage against the property, a strong and well managed Building and Loan Association is a great asset to the individual and to the community.

The first attempt along these lines was the starting of such an organization in Frenchtown on January 15, 1866. This ran for thirteen years and was then discontinued.

The present organization, the Frenchtown Building and Loan Association, was organized in 1922, with Chester A. Niece as President; Russell W. Bloom, Secretary, and William E. Johnson, Treasurer. The same officers have served continuously for ten years, with the exception of Harold K. Arnwine, Treasurer, in place of Russell W. Bloom, deceased.

The statement of the Association for the year ending March 4, 1932, shows total assets of \$96,-793.46; almost entirely made up of loans, and cash on hand.

ARTISANS AND BUILDERS

With possibly a couple of exceptions elsewhere mentioned, probably all the old stone houses were built by a mason, Jesse Sinclair, who came to Frenchtown in 1846.

Among the early carpenters to locate here were two brothers, Alfred and Isaac Taylor, the first mentioned, together with William Logan, erecting the Methodist church in 1844.

The next generation also produced an Alfred

and an Isaac Taylor, carpenters. Alfred was the father of Hugh Taylor, who also learned the trade of his father and resides at Sixth Street and Milford Road. Isaac was the father of Mrs. Jacob Schanck. He was also at one time in the spoke manufacturing business, a member of the firm of Fargo & Taylor.

Following are the names of those who to-day reside here and follow the building trades: Masons: Jonas Haney, Anderson Hann, Edward T. Haney. CARPENTERS: Hugh Taylor, Walter McIntyre, William Wennagel, Sr. and Jr., Bergen

Parks, and Harvey Tettemer.

DOCTORS

In all ages man has stood in need of the physician. It was not, however, until thirty-five years after the coming of Thomas Lowrey that a doctor took up his residence in Frenchtown; the first on the scene being Dr. Edmund Porter, who located here in 1820 and practiced until his death six years later. In case of need, before the coming of Doctor Porter, it was of course necessary to call a doctor from elsewhere.

Pages from the day book of one of these early physicians, Dr. Samuel Willson, have been consulted for some interesting information. The entries begin March 1, 1758, one hundred and seventy-five years prior to the printing of this book. The charges therein give the patient's names, and the items are largely made up of purges, "fisiks," blisters, drops and "bloodings."

We read, as of July 31, 1758, an item of "26 visits to his boy at one and six per visit." This would figure about 35 cents a trip. Another interesting entry for June 24th of the same year reads: "To Henry Farnsworth for his wife, self and wench, 8s." The heaviest bill we find recorded is for services from December 11 to March 4, 1759, and reads: "To Jno. Robarts for dressing his wound." The total of the bill was £13, 12s, 6d. Evidently John was badly wounded, both in person and in purse. Whether he lived or died, the record sayeth not. Trade as well as cash was accepted as shown by the record; entries appearing for the receipt of hay, rye, buckwheat, and several barrels of cider, the last item at five shillings the barrel.

It will be of interest also to learn that Doctor Willson lived in the vicinity of Quakertown, and further, that he was the great-grandfather of Walter Stahler, Mrs. Peter Nestley and Eugene Willson, all of whom are residents of Frenchtown.

Dr. W. C. Hough also was one of the early physicians, practicing here until 1857, when he sold out to Doctor Rosenberger, who, in 1858, took Dr. William Rice into partnership. Doctor Rice was the second Mayor of the Borough of Frenchtown,

his terms of office being 1868 and 1869. At that time the Mayor was elected for but one year, now the term is for two years. Doctor Rice took Dr. E. K. Deemy into partnership; later Doctor Deemy practiced alone, having his office on Bridge Street, afterwards removing it to his home on Second Street, now the residence of Mrs. Lizzie K. Hummer. Doctor Purcell practiced here in 1863, followed by Doctors Cooper, Godschalk, Riley, William Finney, Carpenter, A. B. Nash, Harry M. Harman, Frederick H. Decker, F. S. Grim and T. J. McDonough. Doctors Harman, Decker and Grim have each been honored by election to the office of Mayor in comparatively recent years. Doctors Harman, Decker and Mc-Donough are in active practice here at the present time.

PUBLIC LIBRARY

This important addition to community life was organized March 31, 1919, with the Presbyterian minister, the Rev. Robert L. Logan, as President, Mrs. Catherine Bellis, Secretary, and Mrs. Cornelius S. Hoff, Treasurer. The Library began with books obtained from the State Circulating Library; books that had been used in the soldier training camps. A corner of the large second floor front room in the brick building on the south side of Bridge Street, immediately opposite Har-

rison, was first used. In 1920 the Library was transferred to its present quarters in a small building on Harrison Street, near Third.

At first the Library was supported by membership dues amounting to one dollar each per annum; additional necessary funds being secured by holding bakes, entertainments, tag days, etc. At the present time the Borough Budget carries an appropriation of \$300, and this appropriation, together with book fines, finances the Library. Possibly the day will come when some public-spirited individual or individuals will present the Library Association with an appropriate home of its own, possibly as a memorial.

The present Library equipment consists of a total of about one thousand volumes which have been acquired through purchase and donation. Nearly ten thousand volumes were circulated during the year 1931-32. The present membership is approximately 520. The first Librarian was Miss Lizzie Hummer, since deceased; succeeded by the present Librarian, Mrs. Lizzie Kline.

A GLIMPSE BACKWARD INTO "THE GAY 90s"

Those were the days of swift motion, a lá bicycle. The ladies decked themselves in picture hats; puffing out their hair with an abundance of "rats" in order to provide an adequate foundation. Full flowing skirts that swept the side-

walks clean, high choker collars and mutton leg sleeves; yes, an—, an—, bustles. Well, to be perfectly frank and honest, the men presented an equally funny appearance as will be evidenced by digging up some of the old dust-covered photos of that era.

There were no Sunday trains and consequently no Sunday newspapers. People went to church for diversion, if for no better purpose, and many a couple would stroll stationward at night to "see the nine o'clock train come in." The rate of pay for unskilled labor varied from ninety cents to a dollar and a half a day; often with only two or three days a week work, and mystery of mysteries, some men kept their families and also kept out of debt.

The highest paid man in the town of that day was the bank cashier who drew twelve to fifteen hundred per annum. Not more than one or two other individual employees in the place received so much as fifteen dollars a week, and considered it abundance. The rate of pay for carpenters was \$2.50 for a day of ten hours, and masons, \$3.

Frequently one could buy a home for \$500 to \$900, and you might rent a very presentable place for anywhere from three to five dollars a month, while to-day you are lucky to find one for thirty.

If one possessed a fortune of fifty thousand dollars, he was considered wealthy beyond the

dreams of avarice, and twenty thousand was a competence upon which a man with family might comfortably "retire."

Milk was four cents a quart; whole hams ten cents a pound; other necessities in proportion. Coal was less than six dollars a ton, and wood was largely burned to cut down the expense of living; a large bodywagon load of hickory blocks from the spoke mill fetching one dollar delivered.

Surely, those were the days of simple living:

the "gay 90s."

FURTHER RETROSPECT

The kaleidoscopic picture presented by this volume forcibly impresses us with the fact that man's days are few and soon gone. One citizen who came to Frenchtown at the very beginning of the "gay" era just previously referred to; in the year 1890 to be exact, recently remarked that in reviewing the years of his residence here, he finds that less than ten homes are now being occupied by the same families residing in them when he first came to Frenchtown. This seems surprising until you try to locate more than the number ten—and fail in the attempt. Of the manufacturing industries of twenty-five years ago, but two remain to-day: Worman & Lear's grist mill and E. C. White's factory.

Lodges, Auxiliaries, Clubs, Etc.

"Lilly Encampment" No. 20, I. O. O. F., was chartered February 18, 1848, with seven members, later removed to Milford, and again returned to Frenchtown. This Lodge was named in honor of Doctor Lilly of Lambertville. An Auxiliary, the "Daughters of Rebecca," was chartered October 20, 1871.

The year previous, or to be exact, March 2, 1847, the Magnolia Lodge No. 57 came into being with twenty-one charter members, and in 1897 erected its fine three-story brick building on Bridge Street. This undertaking has proven an excellent investment. With other lodge organizations, they occupy the third floor, apartments are located on the second, and the American Stores and Harman's drug store occupy the ground floor.

Independence Day in 1897 falling on Sunday, the day was observed on the Monday following. The new I. O. O. F. Building was dedicated with a parade and appropriate ceremonies, the town was "alive" with people coming in from all directions, street fakirs were everywhere, and even a long outdoor bar was in evidence for the dispensing of refreshments that are no longer legal. The streets of the town were in gala attire and the day was a "red letter day" in Frenchtown.

Charles M. Shields, a P. G. of the Order, was

Chairman of the Dedication Committee, and Garret L. Peer, Chairman of the Building Committee.

The parade formed at 11:00 A. M. on Harrison above Eighth Street, headed by the Frenchtown Cornet Band, followed by the Grand Officers of the I. O. O. F. in the state and the speakers in carriages (no automobiles in those days), Company C, State National Guard of New Jersey followed next, then Magnolia Lodge and the various visiting lodges according to seniority of rank, with accompanying bands, other organizations, etc. The line of march was down Harrison Street to Bridge, down Bridge to Front, to Hawks, to Trenton Avenue, to Race Street, to Kingwood Avenue, countermarch on Kingwood and return to Eighth and Harrison after marching the cross streets from Second to Sixth.

As the capacity of the Town Hall was insufficient for the dedicatory exercises, they were held in the open at two o'clock on the grounds at Eighth and Harrison Streets. There were speeches by distinguished visitors, singing of national airs by a chorus and music by the bands.

Dinner and supper, as well as refreshments, were for sale on the grounds, and the celebration wound up in the evening with fireworks and band concerts.

Magnolia Lodge, at the time of this dedication, had two Past Grand Patriarchs of New Jersey numbered among its membership. These were Esq. William T. Srope, since deceased, and Evan Dalrymple, now of Easton, Pa.

Orion Lodge No. 56, F. & A. M., was instituted August 14, 1860, with eight original members, each occupying an office as follows: the Rev. George H. Jones, W. M.; William H. Slater, S. W.; Samuel K. Risler, J. W.; Amos Moyer, Treasurer; Gabriel H. Slater, Secretary; Jonas Rymond, S. D.; Alexander McClary, J. D.; Francis T. Eggert, Tyler. The present membership numbers 160.

Orion Chapter No. 177, O. Eastern Star was instituted October 17, 1922, with thirty-four members. Present membership numbers 116.

Oriole Lodge No. 39, Independent Order Good Templars started with a membership of twentyfive on September 16, 1868, and its Auxiliary, the Independent Order Good Helpers, on November 6 of the same year. These orders continued their existence only for about one year.

Manhattan Tribe, Red Men was chartered October 20, 1870, with 21 charter members, present membership, 115, and Home Lodge, Knights of Pythias, March 31, 1874. Other Orders here are the Jr. O. U. A. M., Shepherds of Bethlehem, P. O. S. of A., chartered March 10, 1909, with 27 charter members; present membership, 143;

P. O. of A., Camp No. 50 was organized March 12, 1912, with 50 charter members; present membership, 62.

Numbered with the various organizations in Frenchtown is the Frenchtown Woman's Club, an affiliate of the N. J. State Federation of Woman's Clubs. It was organized April 3, 1929, with twenty-four members, has forty-three members at this writing and holds regular meetings at which varied programs are presented.

There are also three groups of Campfire Girls, also a Boy Scout and a Hi-Y group existent; the Frenchtown Gun Club, and the Frenchtown Band, as well as a quite numerous list of organizations of a more or less religious nature.

Before proceeding further, allow us to say a good word for the Frenchtown Cornet Band. Since its earliest beginning there have been many ups and downs, and it has been a number of times reorganized. Always it has been a decided asset to the community. Just a few names of "old timers" who took a great and active interest in the band organization are jotted down as they come to mind. George W. Hummer, "Brice" Swick, George F. Bloom, Charles Butterfoss, Josiah Butler; let these few names stand as a mark of credit to all those who, past and present, have and are taking an interest in this well

worth while community asset, and who have given of their time and talent to interpret the sweet strains of music as written for us by the composers, for our enjoyment and cultural improvement.

A rather amusing band story comes to mind concerning a certain character of other days who was well known for his use of big words, and for his "capacity to consume." Once at least he was really known to have "had his vest well lined," with no room for more. At this certain outing the boys were served with refreshments. On being asked if he would have an additional helping, his reply was: "No thanks, no thanks. I have had a great sufficiency, more would be a superfluity, thanks for your generosity and redundancy."

Mention also might be in order, under this head, of the Copper Hill Country Club, for while it is located several miles on the opposite side of Flemington, there are a number of Frenchtown members who derive both pleasurable exercise and relaxation by making the round of its fairways and swatting the pesky little golf ball. It is a pleasant drive of perhaps twenty minutes. A ministerial acquaintance once remarked: "Never pity the poor golfer because it rains, he doesn't know a thing about it." Many doctors prescribe golf, and then, there is a chance of "making a hole in one."

THE FRESHET OF 1903

AFTER steady and continuing rains for three days in the early part of the month of October in 1903, the Delaware began rapidly to rise, and soon it had become sullen and menacing, overflowing its banks and encroaching upon the right-of-way of the railroad; even flooding the lower ends of some of the cross streets.

The flood soon drew the populace to the river banks along the railroad, and particularly to the vicinity of the station and the river bridge, the safety of the latter soon becoming seriously threatened.

During the rapid rise of the waters, James Crosby, of the Crosby Manufacturing Company, attempted to cross the swollen torrent in his gasoline launch from a point near Sixth Street, but misjudging the strength of the strong current, he was unable to make the Pennsylvania shore to the north of the bridge, and in passing under the structure, was only able to save himself by dodging down into the boat, with just enough room between the surface of the water and the structure of the bridge for the boat to pass safely under. He was finally able to get back to the Jersey shore near the creek's mouth.

At the height of the flood the waters com-

pletely covered the railroad tracks and washed up over the platform of the depot, the highest river since the great freshet of January, 1841.

When the waters had somewhat receded there remained a picture of desolation. Across from the icehouse the railroad tracks hung in a great loop over the side of the stone embankment, reminding one of a giant lace festoon.

The last train to arrive at Frenchtown was on the late afternoon of Saturday, and railroad service was at a complete standstill until the following Friday. For six days Frenchtown and other points on the division had been cut off from the rest of the world outside; even the mails awaiting the resumption of train service.

Between Easton and Trenton the only bridges left completely standing were those at Lambertville, Milford and Point Pleasant. The Riegelsville and Stockton bridges were entirely destroyed, while others lost one or more spans. Two spans of the Frenchtown bridge, next to the Jersey shore, went out on October 10, 1903, and were later replaced by steel construction.

Awaiting the necessary repairs to the bridge structure, a wire cable was stretched across the river above the old foundry property and a flatbottomed ferry for carrying foot passengers and wagons was built and put into service, with James Gray in charge as ferryman.

The old covered wooden bridge was, of course, a relic of a past age. In its patched up condition, with two steel spans to replace those destroyed by the freshet, it was an "eyesore" and a blot upon the landscape, it is true, but a valuable asset and a necessity to the community nevertheless; the best to be had for the time being.

However, in the course of time the two neighbor states, Pennsylvania and New Jersey, jointly, through the Joint Bridge Commission, gradually began purchasing the toll bridges spanning the Delaware, improving them or building new bridges and making them free to traffic. The old Alexandria Delaware Bridge at Frenchtown was purchased by the Joint Commission at a cost of \$45,-000, and opened as a free bridge. The old bridge was later removed, repairs made to the piers and abutments, the tollhouse remodeled, and with an entire new superstructure, an amount of \$91,-510.87 in addition to the original purchase price was expended on the project. We now have a beautiful, strong and useful modern bridge structure that stands as a credit to both states and forms a valuable asset to the community at large. Appropriate dedicatory exercises were held at Frenchtown on Saturday afternoon, October 10, 1931, exactly twenty-eight years to the day after the destruction of the two old wooden spans by the angry waters of the freshet of 1903.

THE FRESHET OF 1841

It will be interesting to make some comparisons with a previous catastrophe caused by the rapid rising of the waters of the Delaware, the largest and most disastrous freshet prior to that of 1903.

It was in January of the year 1841 that heavy rains, together with the melting of large quantities of snow and ice, not remedied any by the fact that there was a crust of solid ice on the ground three to four inches in thickness which caused the waters to run off very rapidly into the streams instead of partly soaking away, thus quickly swelling the streams and resulting in a freshet that created such havoc as had never been seen along the Delaware, although so far as the lesser contributary streams were concerned, it is believed that the freshet of 1839 did more damage to county bridges because of the greater quantities of ice, but on the Delaware proper not a bridge was left standing between Easton and Trenton. The bridges carried away in 1841, together with their respective values as given of that day, were: Taylorsville, \$20,000; Yardley, \$20,000; Lambertville, \$69,000; Stockton, \$30,000; Riegelsville, \$20,000. In 1841 there were only these five bridges between Easton and Trenton, others being built at Milford, Frenchtown, Point Pleasant and

Raven Rock at later dates. The guard lock of the canal feeder at Raven Rock (then Bool's Island) was carried away, as was a tavern located a short distance below.

A party writing a letter dated Lambertville, January 8, 1841, stated that the river was then rising at a rapid rate and was some five or six feet higher than ever before known even by the oldest inhabitants. At about 10:30 fears were entertained for the safety of the bridge at that point as the water was then nearly up to the flooring. About eleven o'clock word came that the Stockton bridge was on its way down the river. Shortly one of the pieces struck and carried away a span near the center of the bridge; others following later.

Somewhat paralleling Mr. Crosby's experience at Frenchtown in the 1903 freshet was that in the freshet of 1841 experienced at Center Bridge by a George B. Fell, who was carried away with the bridge by the angry waters to within three miles of Trenton when he had the good fortune to be picked up by a boat. Mr. Fell, however, managed to keep entirely dry until the section carrying him struck the Yardley bridge. After he was rescued, he immediately returned to Lambertville, where some sort of a signal and the firing of a cannon announced his safety to those on the opposite shore.

THE GREAT WORLD WAR

Gathering war clouds hanging over Europe in 1914 had already presaged the misery and bloodshed that lay ahead, but nevertheless, the world was shocked when, on August 4, 1914, the German army began her thrust through Belgium in an attempt to quickly reach French soil.

It is all recorded in world history how France, Great Britain, Austria-Hungary, Italy and Turkey joined in the World War and finally how the ruthless submarine warfare waged by Germany succeeded in bringing the United States in on the side of the Allies.

Soon came the call to arms. Some of our boys enlisted early; many entered the service of their country through the draft, and when the last gun was fired, more than two million American soldiers stood on French soil with other millions rapidly preparing to follow.

In honor of the first group of boys to go from Frenchtown, an informal banquet was served on the evening of August 31, 1917, at the Warford House, and after doing justice to a bounteous repast, a number of speeches were made, each soldier-to-be was presented with a billfold as a memento of the occasion, and with the hope that

all would speedily and safely be returned home, there to again take up life's normal activities. With this, they were soon off for training at Camp Dix.

Some saw active service overseas; others were assigned permanently to service on this side. All were rendering service to their country.

A few days before the signing of the Armistice, on November 11, 1918, false report of an Armistice spread like wildfire over the country and the countryside soon resounded with shouts, laughter, ringing of bells, blowing of factory whistles and tooting of horns. Everyone was jubilant and hilarious at the wonderful news that had so suddenly broke upon the world, but alas, too soon it was proven to be a false report.

Soon, however, the news of the actual signing of the Armistice, on November 11, 1918, quickly spread and all the jubilation had to be gone through the second time. Those of the present generation whose memories do not take them back to those soul-stirring days, can have little or no conception of the joy that filled men's hearts at the news that the strife and bloodshed had ended. nor what a burden was now lifted from men's souls.

The home coming of the soldier boys was both happy and sad. A few of them did NOT come home, and of them we have only memories. Others were more or less broken in body or mind. The majority, we believe, were unscathed, but they had gone through an experience that would carry both happy and sad remembrances as long as life should last.

In the course of time, the Mayor, Dr. Frank Grim, called together a committee to consider a fitting memorial, that present and future generations might do honor to those who had served their country in time of need.

The Memorial Committee consisted of Richard W. Kerr, William R. Gaskill, William Weiss, and Clarence B. Fargo; the latter as treasurer of the committee.

At an expense of \$2,700, the granite monument, surmounted by the bronze "doughboy" in action, was erected on the lawn in front of the new high school building, and appropriate dedicatory exercises marked the occasion. A steel flagpole was also donated and erected by the committee. This undertaking was made possible by an appropriation made by Borough Council, together with private subscriptions of from fifty cents or a dollar, up to several hundred dollars each.

The names of Frenchtown's soldiers and sailor lads are inscribed on a bronze plate on the front of the granite base, and are as follows:

First, those who made the supreme sacrifice:

Frank Everitt, son of Mr. and Mrs. Daniel Everitt; George D. Britton, son of Mr. and Mrs. George M. Britton; Edward Robinson, son of Mr. and Mrs. Charles Robinson; Roscoe J. Nash, D.D.S., son of Dr. and Mrs. A. B. Nash.

Those who survived the conflict were:

John R. Abbott, Arthur C. Beck, Alton F. Bellis, John R. Bellis, Wm. R. Bittenmaster, C. Arthur Britton. George W. Britton, Walter H. Carver, U. S. Grant Cole, William Cronce, Taylor Dillon, Albert C. Ellis, Leslie A. Fargo, Charles N. Fargo, Raymond J. Fargo, Marion C. Fulmer, Charles Gano, Jacob W. Gaskill. Edward T. Hanev, Byron M.

Irvin Hartpence, Grant S. Hoffman. John H. Hoffman, George L. Holcombe, William E. Johnson, J. Lester Kerr, Rev. G. H. Ketterer, Alfred B. N. Kugler, Harry Maxwell, Lloyd McIntyre, Oscar H. Miller, Maust W. Riegle, Lyman G. Rowe, Peter R. Sinclair, Jason V. Sipes, Thomas M. Sipes, Ray Slack, W. Ross Snyder, Clarence Stout, Raymond R. Stryker, Albert P. Williams, Jr.

Note: Due to similarity of names we record that George W. Britton was the son of Mr. and Mrs. John Britton.

Harman, M.D.

THE AMERICAN LEGION

Fidelity Post No. 113 was chartered with fifteen members, under date of June 9, 1920. Rus--sell Paetzel, formerly of Trenton, is Commander of this Post. Paul Gaumer, formerly of Allentown, Pa., is Past Commander, also Vice-Commander of the County organization.

The American Legion Auxiliary of Fidelity Post No. 113 was chartered with forty-seven

members on April 25, 1931.

ATHLETIC SPORTS

Probably the most enthusiastic of sports days in Frenchtown date with the formation of baseball teams here and in surrounding communities about the year 1903. The present site of the Frenchtown Porcelain Company was used as a diamond, a grandstand was built, a twenty-five cent admission charge made, and the Frenchtown team and its opponents drew large crowds to see them defeat, or be defeated by various teams from Easton, Flemington, Lambertville, Milford, and elsewhere. Enthusiasm ran high in those days, and there was particularly keen competition between the teams of Frenchtown and Milford, with lots of excitement in the air on days when these two teams were scheduled to play.

Usually each team provided itself with a "hired

battery," and frequently with other hired players as well; the balance of the team composed of local talent. We well remember one pitcher who seemed to meet with a great deal of success in the box, and was therefore more or less an idol at the time. His name was Naylor, and he hailed from Lambertville. The "rooters" had a popular battle cry of:

"Naylor is a wonder; Milford will go under."

Whether Milford actually did go under, how often, and to what extent, is another story.

A second ball team was organized a year or two later; also a football team. These teams also would play in Frenchtown and in surrounding communities on Saturdays and holidays. There still remains a very vivid picture of one Saturday, with a game scheduled for Point Pleasant, and the bridge off; a row-boat met the team on the Jersey side, everybody piled in, instead of letting the boatman make two trips, and with the water of the river almost on a dead level with the top of the boat, they fortunately arrived at the other side without mishap, and what might have been a tragedy turned out to be a pleasant day.

Later, after the advent of the porcelain company, and their purchase of all the real estate on the west side of Harrison Street from Eighth to Twelfth Streets, a modern grandstand was built at the northwestern corner of these grounds, and an ideal field for athletics of all sorts was gotten into shape. This field is now under lease to the School Board, and situated on the opposite side of the street from the school property, it is very handy for all outdoor school activities.

Athletic sports are to-day largely under the direction of the physical instructors of the public schools and much interest and enthusiasm is shown, particularly for the basketball games. The school has both a men's and a girl's team; also baseball and football teams in their respective seasons. A gymnasium, in the auditorium section of the school, is a distinct asset to the community.

THE WALKING PURCHASE

An account of this drama of early Colonial days will undoubtedly be of interest to our readers as it partly concerns the territory directly across the river on the Pennsylvania side, and as one of the chief actors in the plot was Edward Marshall, the great-great-grandfather of Edward Ridge, who now resides in Frenchtown.

A treaty had been made with the Indians in 1686, but there was much dissatisfaction and a new document was drawn up on August 25, 1737, describing the limits of the tract as follows: "Beginning on a line drawn from a certain spruce

tree on the River Delaware by a west-northwest course to Neshaminy creek; from thence back into the woods as far as a man can go in a day and a half, and bounded on the west by Neshaminy or the most westerly branch thereof, so far as such branch doth extend, and from thence by a line... to the utmost extent of the day and a half walk, and from thence ... to the aforesaid River Delaware; and so down the courses of the river to the first-mentioned spruce tree."

Edward Marshall, of Newtown, and two other men named Yeates and Jennings were chosen by the proprietors to make the day and a half walk, and when Marshall was notified of his selection, he went into training for the gruelling grind before him, fully determined to win the prize of 500 acres of land offered him or lose his life in the attempt.

On September 19th the three walkers, accompanied by three Indian observers, set out on foot, a number of spectators and others following on horseback. The start was made just as the sun appeared on the horizon at exactly six o'clock. Jennings became exhausted after a two and a half hour grind and dropped out after going nineteen miles. The day's journey continued until 6:15 p. m., completing an actual twelve hours of travel as the first day's work. Marshall clasped his arms about a sapling for support and declared, he was "almost gone" and that if he

had been obliged to go "a few poles further" he must have fallen.

Around one o'clock of the first day the Indians began to put on a sullen countenance and to murmur at the rapid pace. They said that the best land had already been taken and no use going any further; also remarking: "You run; that's not fair; you were to walk." This was at about the time the Lehigh had been reached. Soon they quit, mad and weary.

The next day a start was made at eight o'clock in the morning. The Indians had dropped out some hours before the first sunset and Yeates staggered and fell the second morning, Marshall took the compass and pushed on, ending the journey on the north side of the Poconos at precisely 2:00 p. m. Estimates of the distance he covered in the eighteen hours average about sixty-eight miles, and the remarkable part of this performance of endurance is more readily visualized when we realize the condition of the country, the absence of bridges and the uneven character of the route, and then it is not at all astonishing that two of the three athletic woodsmen broke under the strain and fell by the wayside.

Some two months afterward Marshall again met some of the Indians, and one old fellow, in disgust, remarked: "No sit down to smoke—no shoot squirrel; but lun, lun; lun, all day long."

Though frequently promised the 500 acres he had won by his feat of endurance, Marshall was never given the land. He continued his life as a hunter, and in 1754 moved to a settlement some miles above Easton. Several years later, a party of Indians shot his son from ambush, attacked his cabin during his absence; killing his wife and daughter. For greater protection to his life and property he then moved to Marshall's Island, located in the Delaware south of Frenchtown and near the Pennsylvania shore.

The Indians seemed to have cherished an insatiable spirit of revenge against Marshall, and the hatred was reciprocated. After the tragic death of his family he neglected no opportunity for retaliation. At the ripe old age of ninety years he closed a life filled with thrills and adventure and died on Marshall's Island.

Marshall's Island is one of a group of three just south of the Borough, and near to the shore on the Pennsylvania side; all of them now the sites of popular summer camps for boys. Marshall's is now known as "Treasure Island." Hundreds of Boy Scouts from Philadelphia make this their summer playground, and at the same time a training ground for the upbuilding of manhood and American ideals.

"Camp Minitik," the most northern of the three islands, is the summer camp of Boy Scouts from

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Camden and South Jersey. It was formerly known as Fabian's Island, and later as Godshall's Island.

"Camp Wilson" is located between the two first mentioned and is known as Stover's Island. It has an area of over one hundred and sixty acres.

These three camps are all assets to the community, but above all, they are a distinct asset to the boys who spend their summer vacations here under strict supervision in the formative days of their youth.

SMITHTOWN

Just a short distance below Frenchtown, on the Pennsylvania side, the little settlement of Smithtown nestles between the road and the river and one would scarcely connect the little place with things historic as they passed it by. However, it was here in 1783 that two Quaker brothers, Joseph and Robert Smith, began the manufacture of agricultural implements, and in 1797 they made the first castiron mold boards manufactured in the state. President Thomas Jefferson wrote to them for the best plow they could make for his Virginia farm. Upon reading the letter one of the brothers remarked that they were "all best." The Smith brothers were also the first to introduce the use of anthracite coal for heating purposes in Bucks County.

THE OLD SWIMMIN' HOLE

Every town so fortunate as to have a stream or pond near its environs, will certainly have legends of the "old swimmin' hole." It is the young boy's delight and a fond and cherished memory of the older generations. Returning again in after years to the site of the "old swimmin' hole" is famous in song and story, and undoubtedly many who have spent their boyhood days in Frenchtown, still have fond recollections of "The Buttonwood," just up the flat a short way above the creek bridge; the old tree growing into the side of the bank, and overhanging the water. Here is the site of many happy boyhood hours, and undoubtedly some of our "boys of a larger growth" will clearly recall the cry of "chaw beef" at the "old swimmin' hole" as a memory of past days.

"PECK'S BAD BOYS"

In the reading of these reminiscences, some of them known first hand and others traditional, there may come a twinkle to the eye and a smile to more than one face now grown wrinkled with the passing of the years, as they again relive dim scenes from out the past, in which they, as boys, may have had a part.

170 HISTORY OF FRENCHTOWN

Late one night the bell in the cupola of the schoolhouse on the hill began to mournfully toll: there would be an interval of pause; a silence, then the mournful sound would be again repeated. The citizens, sensing a fire, or possibly a call for help, began to wend their way hillwards. The first arrivals found no life nor activity; no one to give an explanation. Finally, others having gathered, it was decided to enter the building and investigate. This was done; nothing was found, either on the first floor or on the second. Not even when one, possibly less timorous than the rest, ascended a ladder and took a peek into the black expanse of the cupola. Wonder increased. Had the place become haunted? Why tolled the bell so unceasingly? Mystery of mysteries! Nothing but to stand around and wonder-and to CONTINUE wondering. Finally, however, the "cat was out of the bag" as a lone traveler, driving homeward down Everittstown Hill, ran into a string stretched across the road. and it was discovered to the satisfaction of all that it was not "spooks," but that nevertheless there was "something rotten in Denmark." Some of "Peck's Bad Boys" had gained an entrance to the building, climbed to the cupola, tied a cord to the bell clapper, passed the string through the shutters and down to the ground, then out across the road and the opposite field and down the race

bank. Finally recognizing retribution as coming their way, as an indignant citizenry got on their trail, the boys "vamoused," and undoubtedly they have had many a hearty chuckle afterwards at the escapade.

Probably that boy of other years remembers his teacher telling him to stay in after school, and how he started for the door with his slate in his hand when school adjourned; was halted by the teacher at the door, and banging the slate over the teacher's head, he left the frame hanging around his neck and proceeded blithely on his way homeward. Wonder is whether or not it turned out to be a case of "He who laughs last laughs best." For the sake of discipline, let's hope so.

Amos, the barber of other days, was notoriously a late sleeper. One morning, wandering down to the shop well on towards noon, he discovered a placard attached to his doorknob by a string; a dead MOUSE tied to the opposite end, and the following notice prominently lettered on the cardboard:

A Mouse (Amos)
Not Dead, But Sleeping.

Was Amos annoyed? He was.

THE FIRST AUTOMOBILES

On a certain morning in the year of 1904, the town was agog with the information that Cornelius Hoff had purchased an automobile, and that it was being unloaded at the depot. The populace rushed quickly to Front Street to see the wonderful "horseless carriage," or "gasoline buggy." It was the wonder and envy of all, but in retrospect, it was just a "one lung" little Oldsmobile runabout that steered with a wig-wag handle instead of a wheel. It was, however, the most widely sold car of those days, but a far, far cry indeed from any of the automobiles of present-day manufacture.

There were no improved roads of any sort nearer than Easton or Trenton in these early days of the automobile. Tires were manufactured with only bicycle experience behind them, and consequently there was tire trouble aplenty. A three thousand mile guarantee was considered liberal and few tires lived up to the full letter of the guarantee, while to-day no guarantees are either given or expected, yet it is nothing unusual for tires to last for a run of fifteen or even twenty thousand miles.

Early in 1907, at about the same time, Dr. F. H. Decker and Clarence B. Fargo decided to join the then small brigade of "trouble shooters"

by purchasing second-hand cars, and henceforth "trouble" was their middle names, although it can be truthfully said that a greater "kick" was had from the ownership and operation of these two old cars than has followed all the various new automobiles purchased since. Doctor Decker's purchase was a two-cylinder "Queen" touring, while ours was a four-cylinder "Franklin" runabout of the vintage of 1904. In those days we made the hair of more than one citizen "stand on end" by taking them over our country roads at the then terrifying speed of possibly twenty miles an hour. Those were the days when the common cry of the street urchin was "Get a horse!" Many funny stories could be told of those early days of motoring, had we the time and space.

Doctor Decker has but recently purchased his nineteenth car, and it seems safe to say that where twenty-five years ago there were but three so-called automobiles in the town; there are to-day probably half as many more autos than there are houses in which to live. An actual census might possibly reveal as many as two cars to each and every home.

THE WYKER GHOST

It created a sensation around Frenchtown community some eighty or more years ago, and is here retold, not that we would resurrect a belief in spooks, warnings, or "hants," but unquestionably there are various such happenings that appear unexplainable until explained, and this one never was explained.

An old log cabin, with two rooms divided on the ground floor and a loft above, stood near the road in the present locality of James Vansycle's barn; and was occupied by a family named Wyker. The head of the household, one Abraham Wyker, was somewhat of a fisherman; he also sometimes floated walnut logs down the river to a city gunmaker.

There came a night when he was away on a river trip and his wife and children in the cabin alone and in bed. In the middle of the night a loud noise aroused the sleepers. It sounded as if someone was in the loft, tramping around, back and forth with heavy tread. Next came the sound as of hobnail boots descending the stairway, followed by a loud pounding on the door at the foot of the stairs. The panic-stricken mother and children, now wide awake, fled in terror to the neighbors, who returned with them, and likewise heard the ghostly sounds. Next day, on Wyker's return, he brought word of the death of a brother who was to be buried the day following.

The nocturnal noises were repeated from time to time on various nights. The weird story travelled. People came from far and near; fifty to a hundred might be assembled near the place of a night, and they would hear nothing and go away proclaiming the story a fake. The "ghost" would manifest its presence only when few were around. Two young men, going along the nearby road one night, heard a soft whistling as if in the distance, gradually growing nearer and nearer, then a loud pounding and hammering in the upstairs of the cabin.

Watchers, seeking to "lay the ghost," would hear the mysterious sounds, but saw nothing. First there would come a thump as though a heavy body had fallen from a bed to the floor, then the sound of heavy tread back and forth across the floor above, then the sound of noisy descent of the stairs, followed by the loud pounding on the door at the foot of the stairway. Candles in the room would be snuffed out mysteriously, but no ghostly figures ever seen.

A trick was suspected by some. Floor boards were pried up and every effort made to discover a hoax, but all to no avail. The mystery was never solved and to this day nobody knows who nor what was the Wyker ghost. Have you an

idea?

PIRATE'S GOLD

Many years ago, a character known as "The Pirate" lived in an old log cabin that stood in the

flat near the creek where it runs through the property known as the Albert Fritts' Farm. His goings and comings were surrounded in mystery; and mystery breeds talk and creates suspicion. Sometimes the so-called pirate would disappear, and nothing more would be seen nor heard of him for as long as three or four years, when he would again suddenly appear upon the scene.

Rumor spread that pirate gold was buried near the old cabin and, as time passed by, many persons wore blisters on their hands digging in the vicinity in search of the phantom treasure, so that, eventually, the surrounding territory was pretty well dug over, but there were never any reports of sudden wealth attained.

The chimney to the old shack still stood for many years after the cabin had vanished; some of the older citizens still remembering it's standing as a lonely sentinel over the scene of many nocturnal diggings. Even to-day, traces of the cellar hole may be noted by a close observer.





THE OLD TEMPERANCE HOUSE



HUMMER'S CORNER IN 1878

BUSINESS ENTERPRISES OF TO-DAY

Frenchtown Porcelain Company. Manufacturers of spark plug and electric porcelains, one of Frenchtown's leading industries, it was headed by Herbert Sinclair, of Trenton, until his decease in 1931. Frank Gardner, of Trenton, is now President of the company. This concern first purchased a tract of land on Eighth Street, between Harrison Street and the railroad, and started building operations in 1909. Additional land was later purchased; the tract now extending to Twelfth Street. The manager of the plant is Nelson Gardner. Full capacity employment in the neighborhood of 150 hands.

THE KERR CHICKERIES, INC. This industry was begun in a small way by Richard W. Kerr in 1907, and as the demand for baby chicks increased through judicious advertising and customer satisfaction, the business grew rapidly. This particular industry as a whole, in this community, has flourished like the proverbial "green bay tree." In addition to the original hatchery; afterwards increased in size, a fine, big modern frame structure was erected in 1926 directly across from the depot. In addition to owning hatcheries in Syracuse, N. Y., and Springfield, Mass., this concern

also operates retail stores in fifteen separate communities. They also have modern poultry farms located on Everittstown Hill and extending through to Milford Road. Incubator capacity is 1,250,000 eggs. Maximum seasonal employment is given to approximately 100 people.

ELDEN E. COOLEY. A pioneer in the hatching of baby chicks, started in a small way in 1897, and now operates hatcheries in Frenchtown, Trenton and Bridgeville, Del. He also conducts a

wholesale gasoline business in Trenton.

WILLIAM F. HILLPOT operates a large hatchery in Frenchtown and also has a second hatchery at Easton, Pa. He operates three additional retail stores and also has a plant at Des Moines, Iowa. He is a large advertiser of "Hillpot Quality Chicks." Started his present business in 1912.

TRIMMER AND HINKLE also operate a chick hatchery, having purchased a property along Everittstown Road and erected a hatching plant in 1931.

O. B. Kerr, in addition to being at the head of the Kerr Chickeries organization, also operates a coal and ice business, with large ice ponds and three large ice houses located north of the Borough.

CLARENCE B. Fargo ships flower seeds, bulbs, plants and trees to every quarter of the globe from his establishment, located at Seventh and Harri-

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son Streets. The customer of this house located the farthest away from Frenchtown, lives in the heart of "Darkest Africa," one hundred and twenty-five miles from the nearest railroad, and six days' journey from the nearest white neighbors, and incidentally, she is an American woman originally from the state of Ohio. It is no unusual occurrence for shipment of roses or other plants to be made to other far away points such as India, Korea and Japan.

PAUL CRONCE is also engaged in selling seeds, bulbs, etc., from his Kingwood Avenue location, under the name of "Rose Hills Floral Sales," and EDWARD LOTT, located on South Harrison Street, also operates a greenhouse for the growing of flower plants, and hot beds for the production of vegetable plants, as does James R. Vansycle on the Baptistown Road. E. B. HUMMER deals in pot plants and cut flowers and conducts a real estate agency, and is also a Justice of the Peace.

W. J. Weiss & Son are ideally located at the entrance of the Frenchtown Cemetery for the conduct of their Monument business, and always have an excellent assortment of sizes and designs on hand from which to make a selection. This business was for years located on Race Street and operated by Ephraim Miller, and later by Reuben Hillpot. Since 1900 it has been operated under the name of Weiss.

WORMAN & LEAR operate the grist mill on Trenton Avenue, a very old institution, and run by David R. Worman up to the time of his death, after which the business was purchased by the present proprietors, while Sunshine Mills, operated by the Flemington Milling Company, are located further south on the same Avenue in the stone structure once occupied by the Standard Flint & Spar Company, and prior to that, by the spoke and wheel factory operated by N. Shurtz & Company.

G. W. HUMMER ESTATE has a large and modern furniture store and undertaking parlor at the corner of Bridge and Harrison Streets. An annex, carrying a stock of stationery, periodicals, etc., is operated in conjunction with the main store. Charles K. Hummer is administrator of the estate and manager of the business that was first started by his father in 1877 in an old frame structure on the same site, destroyed in the 1878 fire

GEORGE W. EDDY, following in the footsteps of his grandfather, who bore the same name, and his father, Samuel O. Eddy, continues to operate an up-to-date hardware store. In addition to a full line of hardware, specialties of various kinds are also stocked. The store is housed in the Eddy Block, an old three-story frame structure on Bridge Street. This building was standing when

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Mr. Eddy's grandfather first came to Frenchtown in 1851, and using our best judgment from all the facts obtainable, we date the building of this structure during the 1840s.

The third floor of this Block has a hall, thirty by sixty feet, and in years past, before the Town Hall was available, and even after that time, was used for giving plays, theatricals, etc., and for the various uses calling for a public hall. The once white walls of this hall are a sight that speaks from out the past; drawings, writings and inscriptions in pencil as high as a man can reach, and extending entirely around the four sides of the hall.

The part of the building set aside for a hardware business was operated at one time by Slater & Hudnit, and later by George Bunn. Mr. Eddy also has a second hardware store in Clinton.

S. CHESTER OPDYCKE started in the ice cream, confectionery, cigar and variety store business in the Hummer Building in 1912, and in 1927 removed to his present location in the Eddy Block.

ALBERT TRIMMER conducts a confectionery and cigar store next to the Opdycke store; following John Lance in that location; he having succeeded Charles B. Higgins, who at one time also had the post office here. This store was also the location of the first telephone exchange in Frenchtown.

MILBURY ATLANTIC COMPANY. This store,

operated by Mr. and Mrs. Wilmot Milbury, is located in the large brick building at the west end of Bridge Street, formerly Britton Brothers. The property was purchased from the Britton Estate in 1930, and now carrying on a business in dresses, sweaters, dry goods, etc. At this writing, the rear end of this commodious building is being remodeled for use as a movie house.

OUR HOTELS are mentioned elsewhere in this recital, but we will here add to the record that the Warford House, the old part of which was constructed in 1805, is operated by Mrs. Francelia W. Opdycke and Mr. and Mrs. Arthur Painter; the former conducting the rooming part of the operation, while the last mentioned supply the table service. The upper or National Hotel, so many years carried on by Mr. and Mrs. William C. Apgar, is now run by Mr. and Mrs. Herbert Heisel. A son, Joseph Heisel, operates a garage on the same property to the south of the hotel.

EICHLIN & Son also have a large, modern garage, with offices and hall on the second floor, located on Harrison Street. In addition to the garage, they also have an automobile agency, as well as a coal business on Seventh Street.

FORMAN LAIR has the third garage in town, located on Kingwood Avenue, while WILLIAM KINNEY has the agency for the Graham Paige.

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E. C. Johnson & Son are in the plumbing, supply and tinware business on Bridge Street, where Eihlenburg & Sinclair were formerly in the same line of business. Benjamin Philkill was located here as a tinsmith years ago. J. J. Sinclair & Son, in the same line of business, are located directly across the street in the building previously occupied by C. N. Reading & Brother, as a general store.

EDWARD C. WHITE is in the coal and lumber business, and also operates a sash and blind factory, all located along the railroad north of

Second Street.

CHESTER A. NIECE also has a lumber yard along the railroad just to the north of the river bridge. He also operates a coal, feed and lumber business in Lambertville, and has a factory in South Carolina for the manufacture of bottoms for peach baskets.

THE LAW. HARRY J. ABLE began his career in the law in partnership with Lorenzo D. Hagaman; the firm name being Hagaman & Able. Later, owing to ill health, Mr. Hagaman retired from active practice and Mr. Able has since continued as an individual. He was appointed by former Governor Edge as Prosecutor of Hunterdon County, and is also President of the Union National Bank, and Secretary and Treasurer of the Frenchtown Cemetery Association.

HARLAN BESSON is engaged in the practice of law as the senior member of the firm of Besson & Pellet, with offices in Hoboken and Frenchtown. The Frenchtown office is in charge of HERBERT T. HEISEL, Jr., who studied under Mr. Besson and has been recently admitted to the Bar. Mr. Besson, after serving as Assistant Prosecutor of Hudson County, has received an appointment to the office of U. S. District Attorney for New Jersey, and his appointment was confirmed by the U. S. Senate in June, 1932.

CORNELIUS HOFF "fits your feet" next to Hummer's store, and also carries a full line of men's furnishings. Jacob S. Young and Philip Gregorchuk repair your shoes, and the last mentioned also has a variety store in connection with his shop.

OUR BARBERS, each with his separate shop, are Harman Slack, Walter Schaible and Elwood Gano, while Beauty Parlors are operated by Mrs. Pearl Sheppard and Miss Mary Slack, respectively.

Dr. Harry M. Harman moved to Frenchtown in September, 1890, and purchased the drug store previously owned by George Hayes in the building now owned by Isaac Pesachowitz; later moving to his present location in the I. O. O. F. Building on its completion. Doctor Harman is a graduate of Jefferson Medical College (1887) and his

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office as a practicing physician is his residence on the corner of Bridge and Harrison Streets, purchased in 1925 from the Martin Estate.

DR. FREDERICK H. DECKER came to Frenchtown as a small boy when his father, the Rev. Sylvanus D. Decker, was sent here as the Methodist minister. After completing his medical course at Jefferson Medical College in 1897, he located in Frenchtown and set up practice in 1899 at his then residence where Norman Worman now lives. In 1902 he purchased his present property on Fifth Street, has since resided and has his office there. Doctor Decker is also Vice-President of the Union National Bank.

DR. T. H. McDonough graduated from Bowdoin College in 1898. He located in Frenchtown, June, 1926, and first resided at the southwest corner of Sixth and Harrison Streets, later purchased his present residence on the corner of Seventh and Harrison, where his office is now located.

"Double Door Inn," at Eighth and Harrison Streets, is a good place to go when you need a meal, and you can be assured that "they will serve you right." This is a convenient location for the mill hands and the school children to lunch, and a popular and busy gasoline station; carrying also a line of confectionery, etc. It is conducted by Mr. and Mrs. Raymond Stryker.

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RESTAURANT. And, while on the subject of "eats"; the next step will be to mention the restaurant on Bridge Street, conducted by Mr. And Mrs. William McHenry. This place has been long in existence; passing with the years through a number of hands, and for a long time located in the basement of Britton's store. Operated since 1921 by the McHenry's and removed by them to the present central location. Oyster and Clam Stews and old-fashioned Philadelphia Pepper Pot have always been specialties. William Hoffman, President of the School Board, has a food store at his former bakery location on Race Street.

THE OLD-TIME GROCERY is no more. The days of "tick" are over. The order of the day is the chain store; terms cash. We have with us the Great Atlantic and Pacific Tea Company, under the management of Ray Hann; American Stores, with Edward McHenry as manager, and the Independent Grocers Association, or "I. G. A." store of Raymond Loper.

Godown & Habighorst operate a popular establishment where all sorts of fruit and vegetables may be had, in and out of season, also clams, oysters and fresh fish. Their place is on Bridge Street, opposite Harrison.

BLACKSMITHS are necessary and useful artisans, although not in so great demand as formerly

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when there were more horses to require shoeing. The community still, however, has two blacksmith shops; that of William Stintsman, who followed in the footsteps of his father at the old stand on Race Street, and Edward Busch, whose shop is located on Kingwood Avenue, formerly operated by Edward Van Dorn, and before that for a long time by Edward Hinkle.

OLIVER HOFFMAN, formerly Acting Postmaster, is a local Justice of the Peace, and he also conducts an insurance business.

FARMERS' DAIRY is operated by Clarence Cadmus and makes milk deliveries by automobile over several routes, serving trade as far away as Lambertville.

R. Gruleff, and Mrs. Ada Pinkerton also operate local milk routes, and Harbison-Walker Company have a milk shipping station here. Louis Biledeau is our efficient electrician, and he has a modern, fully stocked store display of electrical fixtures and supplies on Harrison Street. Isaac Pesachowitz is our local tailor, also the owner of a general store, and Frank Opdyke has a paint and wall paper store as well as carrying on his trade of painter and paperhanger.

The Union National Bank and the weekly newspapers are merely mentioned here as they are

treated at length in another section.

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Dr. Arthur G. Able was born in Frenchtown, graduated as Doctor of Dental Surgery at the University of Pennsylvania and began practice in Easton, where his main offices are still located. He also has an office on Bridge Street, in Frenchtown, where he is to be found on Wednesday afternoons and on Sundays. Doctor Able is a younger brother of Attorney Harry J. Able.

Broderick's Hatchery, located on Kingwood Avenue, specializes in the hatching of ducklings.

FRED H. SIPES, after discontinuing the movie theater, was appointed a Motor Vehicle Agent in 1931. His office is located on the second floor over the post office.

And now, having presented this brief review of the business Frenchtown of to-day, we trust that we have not committed an error in overlooking anyone, and while we do not allege that Frenchtown has yet assumed the proportions of a metropolis, we are happy in the knowledge that it has shown a healthful growth from a crossroads village of the early days, and developed into an attractive Borough of homes and industries.

WHAT OF THE FUTURE?

It has been our aim to present, between the covers of this book, an interesting and at the same time an informative picture of the past, and to dwell briefly in the present. It was Patrick Henry who once remarked: "I know of no way in which to judge the future but by the past." Concerning FRENCHTOWN; what of the future?

The past of Frenchtown contains considerable, both of historical and of romantic interest, but it is not in any sense an Arabian Night's Tale of a hamlet or village, springing up as if by magic, and becoming a great metropolis overnight; nor would we wish it to be so.

Probably we can best convey our ideas by quoting from a recent "Saturday Evening Post" editorial. Under a heading of "Too Big—Too Quick," the writer, in summing up, says: "Jonesville was once a pleasant place in which to live. Upon its tree-shaded streets life was a leisurely and friendly affair. Then the Chamber of Commerce decided that Jonesville must be bigger, busier, better, so its members started factories and offered inducements for other factories to move there.

"Jonesville has increased its population by some

thousands of swarthy aliens; it has its slums down by the track, just like a big city; a few very rich men; a good many poverty-stricken ones."

The editorial concludes that: "If Jonesville had been satisfied to grow slowly and naturally, instead of going in for competitive big business, it would be half as big and twice as good a place in which to live."

There is at the present time, a place for a few more selected manufacturing industries; the right kind would be more than welcome. Their coming would mean the building of more homes; increased bank deposits; more credit and more business for the stores, and more wages for the worker. A steady, healthy, permanent growth for the future is much to be desired, but would we wish to see Frenchtown grow "too big—too quick"?

PERSONAL SKETCHES

FRANK B. FARGO

The Fargo family traces its lineage back to Moses Fargo who, with his wife, Sarah, emigrated from Wales about the year 1680, and settled at New London, Conn., where he died about 1726.

Frank B. was born one of twelve children to Joseph C. Fargo and Lydia Stewart, who were married January 19, 1817. He was the seventh of the twelve, being born at Chester, Conn., on March 22, 1833.

As a young man he moved from Connecticut to Newark, N. J., and shortly thereafter, in 1856, he came to Frenchtown where the remainder of his life was spent. In 1869 he engaged in the manufacturing of wagon spokes and rims in partnership with Peter S. Kugler as elsewhere recited. Was elected the third Mayor of the Borough of Frenchtown in 1871.

This being a memorial volume, of which copies will naturally be preserved as heirlooms by members of the family, a brief glimpse of Fargo genealogy is here recorded; more particularly for family information and record.

William Fargo, the great-grandfather of Frank

B., was born between 1730 and 1740. A son, also named William, enlisted for service in the Revolutionary War at the age of 17 years, served during the entire conflict and was present at the siege of Yorktown.

Samuel (grandfather) was born in 1762, enlisted in the war of the Revolution at the age of

19 years and served as captain.

James G., a brother three years older than Frank B., settled at Easton, Pa., enlisted in the army in 1861, and after serving for 6 years and 3 months, was honorably discharged from the service March 22, 1867. After the capture of Jefferson Davis, the ex-President of the Confederate States, who was imprisoned in Fortress Monroe, James G. was detailed as a guard over the prisoner to accompany him on his daily walks, and formed a great liking for the ex-Confederate leader.

Branching off from the line of William Fargo (1730-40), another family line leads down to William C. Fargo, born, 1791, and thrown upon his own resources at the death of his father when the boy was but ten years old. He enlisted for army service May 7, 1812, at Buffalo, N. Y., and served until honorably discharged in 1817.

Next in this collateral line was William G. Fargo who, at the early age of thirteen years,

was employed to carry the U. S. Mails a distance of about forty miles between Pompey Hill and Watervale, N. Y. After serving as freight and express agent, he, in 1844, with Henry Wells and Daniel Dunning, organized an express service from Buffalo to Detroit, and in 1852, with others, organized the Wells, Fargo Express Company. Mr. Fargo served as Mayor of Buffalo from 1862 to 1866. The city of Fargo, North Dakota, was named in his honor.

Returning again to a record of the immediate family, Frank B. Fargo married Mary Thompson in 1852. She died without issue on February 11, 1877. In the year 1878 he married Anna Hunt, daughter of George W. Hunt and Ella Creager. To this union there have been born seven sons and two daughters. Three of the sons: Leslie A., Raymond J., and Charles N., served during the World War and a fourth, Chester A., was called immediately preceding the signing of the Armistice and consequently did not actually

Frank B. Fargo was a "pillar" in the Methodist Episcopal Church, and for years was President of its Board of Trustees. He was respected and esteemed by the community at large. Departed this life, May 25, 1902.

enter the service.

THOMAS LOWREY

Thomas Lowrey was brought from Ireland as a boy by Samuel Fleming, after whom the Borough of Flemington is named. Fleming settled at that point in 1756, purchased land and built the first house, which is still standing. Lowrey afterwards married Fleming's daughter, Esther. In the course of time he became the most prominent man in the village, acquired much property and was one of the founders of the Baptist Church in 1765. He was a shrewd, sagacious man who generally succeeded in his undertakings. He was a member of the Provincial Congress in 1775, and after the Revolution he was for several years a member of the State Legislature.

At the first call he enlisted in the Revolutionary army, was appointed Lieutenant-Colonel of the Third Regiment from Hunterdon County in June, 1776, and afterwards became Colonel of the same

regiment.

After selling his Frenchtown tract of land to Prevost, he began the improvement of his Milford property, building a grist mill and a saw mill there and completing them in 1800. As mentioned elsewhere, Milford was once known as Lowreytown. Before the bridge was built at Milford

there was a ferry across above the mill, suggesting the present name from a combination of Millford.

Thomas Lowrey built a house and a mill at Frenchtown, both of which have since vanished; here he resided until his death in 1809. He was buried in the gravevard of the Kingwood Presbyterian Church.

The story of Trenton's reception to General Washington in 1789, as he was on his way to New York for his inauguration as the first President of the United States, is an extremely interesting one, and it enters into this story because of the presence, and the active part taken by Mrs. Lowrev and her daughter.

Washington crossed the ferry from Morrisville to Trenton and proceeded up what is now Broad Street. Just north of the bridge across the Assunpink Creek, the committee of ladies had erected a triumphal arch of thirteen columns, under which Washington passed, the arch decorated with foliage and flowers, and bearing this inscription:

> The Defender of the Mothers Will be the Protector of the Daughters.

The General was met at this point by a company of twenty-one matrons. The matrons led their daughters, who carried baskets of flowers and sang a song especially written for the occasion by Governor Howell. At the singing of the last line of the song the maidens strewed their flowers before General Washington. One of these matrons was Mrs. Thomas Lowrey, of Frenchtown, accompanied by her daughter, Miss Mary Lowrey.

On passing the arch, as the choir of young ladies began the song, the General turned his horse's head toward them, took off his hat and listened, it is said, with the deepest emotion.

On the 21st of April, 1932, the city of Trenton observed the 143rd anniversary of this occasion by the flying of flags from the public buildings and the firing of a Presidential salute of twenty-one guns by a squad from Battery B. A Colonial banquet also was held in the evening in the old barracks back of the State House, the guests attending in the picturesque costumes of that day.

A VISIT TO THE OLD KINGWOOD PRESBYTERIAN BURYING GROUND

To visit the site of the Lowrey plot at the Kingwood Presbyterian Burying Ground, we left town by the Ridge Road and travelled at an approximate speed of ten miles per hour over a winding, rutty road, filled with chuck holes, and a "thank-

you-ma'am" every hundred feet or so, that even this speed was often a decided discomfort. We drove past little homes that probably looked much as they did in colonial days, and between fences laid up of flat field stone that probably ante-dated the Revolution.

The burying ground is an open field directly across the road from a little old dilapidated church, with a country schoolhouse alongside it. Upon entering the cemetery, one must step carefully for fear of turning an ankle, for many of the graves are entirely unmarked, some badly sunken, and more or less overgrown, while others are simply marked by pieces of field stone; many also are of badly weatherbeaten marble, with just a few remaining in good condition. The grave stones stand at all angles and to every point of the compass, seemingly reminding us that we are not only soon gone, but soon forgotten as well.

The Lowrey plot, however, is kept in good order; the two graves bricked up and covered with flat marble slabs. At the head of the one stands a bronze marker erected by Colonel Lowrey Chapter, D. A. R. The marble tablet reads:

Sacred to the memory of THOMAS LOWREY, Esq., who departed this life the 10th of November, 1809, in the 73rd year of his age.

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And, on the other tablet:

Sacred to the memory of Mrs. ESTHER LOWREY, relict of Thomas Lowrey, Esq., who departed this life on the 13th of October, 1814, in the 76th year of her age.

REV. A. J. PALMER, D.D.

On May 15, 1845, in the late afternoon, there drove into the village of Frenchtown, a tired and weary pair, a young minister and his newly-wed wife. They had driven fifty miles that day, and upon their arrival found themselves tired, hungry and lonesome; in an empty house bare of every vestige of furniture, for in those days Methodist parsonages were not ready furnished for the new arrivals. In fact, the parsonage then was a rented house, the one on the northwest corner of Second and Harrison Streets.

The new minister was the Rev. Abraham M. Palmer who, in that same year, organized the Methodist Sunday school, making that organization now eighty-eight years old this present year. After two years of service here, we quote from the last page of his diary as concerns Frenchtown, and written under date of April 12, 1847: "Have worked constantly for two years; feel weary in body; . . . Including backsliders reclaimed, over two hundred have been converted at our altar; have not received much money, not enough for our necessities, but friends have been very kind, . . . We must remember Frenchtown

for numerous reasons, and especially as the birthplace of our dear son."

The son, who is the subject of this brief sketch, was born in Frenchtown on January 18, 1847. Dr. A. J. Palmer had a varied and brilliant career. As a soldier in the Civil War, being the youngest enlisted private in the Federal army. As a preacher, lecturer, a member of the Book Committee of the Methodist Episcopal Church, as Corresponding Secretary of the Missionary Society, and as a State Senator. He was confined nine months in rebel prisons during the war, and in later life was in great demand as a lecturer on Chautauqua circuits, commanding as high as one hundred and twenty-five dollars a night. Of this experience he states: "What I did earn was a small matter in comparison with what I could have earned if I could consistently have abandoned my ministry for a few years," and he further wrote: "What excuse had I for abandoning my work in the church for a career on the platform? Besides, my father wanted me to be loval to my ministry, saying: 'It is required of stewards that the men be found faithful."

For a time, on the lecture circuit, the Confederate General John B. Gordon would appear one night with a stirring lecture: "The Last Days of the Confederacy." Separated by only a week, an ex-private in the Federal Army would speak from

the same platform with his lecture: "Company D; the Die-no-Mores."

In the summer of 1885, the very first reunion of men from the North and from the South was held at Ocean Grove. General Grant was there, and it fell to the lot of Doctor Palmer to introduce him. On that occasion, he said in part: "I am the most appropriate man to introduce General Grant, because while he was the head of the army, I was the tail of it. We could not have won without him—or he without us, but while there was only one of him, there was a million of 'us.'"

Some twelve years ago we secured a personal promise from Doctor Palmer to visit again the place of his nativity, and here to deliver one of his lectures; particularly to speak to the remaining veterans of the G. A. R., but the promise was made during an illness from which he failed to recover. Instead, soon thereafter, he "passed over to the other side."

RECOLLECTIONS OF JUDGE PREVOST

The youngest of the three sons of Paul Henri Mallet-Prevost was named Louis André Mallet-Prevost, and he was about ten years of age when he arrived in America with his mother and elder brothers as mentioned elsewhere in this record. Later, as a business man, he was known as Lewis M. Prevost. He was one of Frenchtown's early merchants and resided in the brick house on Trenton Avenue, immediately in the rear of Sinclair's present plumbing establishment.

Mr. Prevost, during his life here, was a Justice of the Peace and a lay judge of the County Court. He was largely instrumental in the successful building of the Alexandria Delaware Bridge which was chartered in 1841 and completed in 1844.

On retiring from an active business life, Mr. Prevost moved to Pottstown, Pa., where he died in 1872. After leaving Frenchtown, he would, however, return once or twice a year and spend two or three days with the family who at that time occupied his old home.

Recollections of these visits as recited by a child of the household of that day picture "the judge" as a kindly, soft spoken old gentleman

who liked his egg-nogg every morning, and who went about bare headed in the present-day collegiate style; also wearing a heavy woolen shawl thrown about his shoulders on cold days, instead of an overcoat.

One of the children in the home visited periodically by the judge had surreptitiously drained the last few drops of egg-nogg remaining in the bottom of the cup and decided that it was good. Thereafter this child had a "weather eye out," looking to a repetition. One morning the judge, probably being a little slower than usual, in laying down the cup, was greeted by the child with a comment: "Drink it all, pig." With probably a twinkle in his kindly eye, he exclaimed: "What, you call me pig?"

The judge had a wonderful, large, bushy head of snow white hair that stood out in ringlets, as his portrait shows, and when once asked as to why he went around bareheaded, he replied: "Keep

ye head cool and ye feet warm."

These are the recollections of one, who then a child, is now a lady with snow white hair, even as was the judge in earlier days. Among her treasured possessions is a photograph of Judge Prevost, taken many years ago, and a little cloth-bound volume, entitled "Child's Life of Washington." On the fly leaf is inscribed the name of the donor, "Lewis M. Prevost."

HON. EDWARD C. STOKES

Banker and statesman. While born in Philadelphia on December 22, 1860, shortly thereafter the family moved to Frenchtown. The father, Edward H. Stokes, conducted a drug store here, later selling the business and removing with his family to Woodbury, and finally to Millville, where young Stokes was educated, grew to manhood and laid the foundations for his business career and political fortunes. He finished a preparatory course of study at the Friends' School in Providence, R. I., matriculated at Brown University and graduated in 1883. He received the degree of Doctor of Laws from Temple University, 1909.

After graduation, Mr. Stokes started his career as a banker, beginning as a clerk under his father, who was then cashier of the Millville National Bank. His initial salary was \$600 per year. He later became President of the Mechanic's National Bank of Trenton, the first President of the New Jersey Bankers' Association, and at this time he is Chairman of the Board of the First-Mechanics National Bank of Trenton, the two institutions, the First National and the Mechanics, having

merged, and erected a fine new banking house on the old site of the old Mechanic's; a building that is a real community asset.

In 1889 Mr. Stokes was elected Superintendent of Public Schools of Millville, which position he continued to hold for a number of years. He has always actively interested himself in the affairs of the public-school system of the state. One of his outstanding achievements was in originating the plan whereby, annually, millions of dollars have been paid from the state funds to the public schools. Another result, coming from his interest in school affairs, has been the increasing by many millions of dollars in the taxes paid by the railroads to the state, a large share of these moneys going toward the support of the publicschool system in New Jersey. He was also Chairman of the committee that revised and codified the school laws of the state.

Mr. Stokes was elected a Member of the Assembly from Millville in 1890; and re-elected the next year. In 1892 he was elected to the State Senate, and re-elected for two additional terms; being chosen as the President of that body in 1895. At the end of his terms as State Senator, he became Clerk in Chancery in 1902, and he came within a single vote of being the caucus nominee for United States Senator. In the year 1904 he was elected Governor of New Jersey by a plural-

ity that exceeded 50,000 votes; the largest plurality any candidate had ever received.

Again, in 1910, the former Governor missed being sent to the United States Senate, for although the choice of the Republican Party, the Democrats were then in power in the Legislature, and it was yet the day when our United States Senators were being elected by the Legislature instead of by popular vote.

Once more Governor Stokes became a senatorial candidate in the primary election of 1928, having in the field with him as opponents for the nomination, Hamilton Kean and former Senator Frelinghuysen. The nomination this time went to Mr. Kean in this contest and he is now the senior United States Senator from New Jersey.

Many there are who feel that former Governor Stokes should, long ago, have been United States Senator, both because of his demonstrated unusual ability, together with his personal popularity and the confidence that his record has inspired, and there was considerable disappointment at his last defeat in seeking this office. However, there can be no question but that he has graced the public offices that he has filled so successfully, and he has rounded out a long and useful public career that has reflected honor upon himself and upon the sovereign state of New Jersey.

HERBERT SINCLAIR

The community of Frenchtown was shocked to learn of the death of Herbert Sinclair on November 15, 1931, at the comparatively early age of 56 years. Starting in life as a poor farmer lad he had, by his ambition and will to win, carved for himself an enviable place in the business world. He was also a public-spirited citizen and had a wide acquaintanceship throughout the state.

Mr. Sinclair was born on a farm near Bloomsbury and attended the public school in Milford. He went to Trenton in 1893 and attended the Stewart Business College where he fitted himself to begin his career in the business world. His next step was to accept a position in the drug store of Dr. Charles P. Britton, then located on the present site of the Trenton Banking Company at the corner of State and Warren Streets.

In 1900 he associated himself with Dr. Thomas MacKenzie, a physician who resided on Hamilton Avenue, and with Doctor Britton, they acquired the old Star Porcelain Company and began the manufacturing of porcelain goods. This business proved successful and has been built up to the point where it now has fourteen kilns and an employment capacity of 300 workers.

In 1909 Mr. Sinclair came to Frenchtown, purchased ground at Eighth and Harrison Streets, extending westward to the railroad line, started the erection of a plant here, known as the Frenchtown Porcelain Company, and further mentioned elsewhere.

In addition to being President of both the Star Porcelain Company, of Trenton, and the Frenchtown Porcelain Company, Mr. Sinclair was a director of the Trenton Savings Fund Society, the United New Jersey Railroad and Canal Company (Belvidere Division of the Pennsylvania Railroad), the Stacy-Trent Hotel, and Fitzgibbon & Crisp, Inc., of Trenton. He was previously a director of the Trenton Trust Company and the Autocar Company of Philadelphia. Also on the Board of the Orthopedic Hospital, and an active member of the First Presbyterian Church of Trenton.

JOSEPH KUGLER

In times of war and stress, the public mind sometimes becomes inflamed and imaginations are allowed to run riot, with consequent injustice to the individual who holds a somewhat different opinion than that generally held at the time, even though he be a patriot at heart and entirely loyal as a citizen.

There were many instances of such injustices during the Civil War period, with numerous violations of Article IV of the Constitution of the United States, wherein is granted "the right of the people to be secure in their persons, houses, papers and effects, against unreasonable searches and seizures," and many arrests were made without warrant, the victims torn from the bosoms of their families, hurried away to filthy prisons or places of detention, and with no information whatsoever as to the reasons for their arrest, they were thrown into "durance vile," frequently to sicken, and even to die, without any evidence of their having violated any law of the land.

Among the unfortunate men so seized were judges of the land, army officers, legislators, and private individuals. With Secretary of War Seward frequently assuming a cold, austere, arbi-

trary attitude; often little or nothing could be done for these unfortunates, even through the use of high political influence.

The subject of this sketch, Joseph Kugler, was born in Hunterdon County in 1805 and spent most of his life here. Mr. Kugler was a farmer who had by thrift and industry accumulated quite considerable property; he was also an Elder in the Presbyterian Church. He never sought political preferment and was known as generous, charitable, and of a kind and meek disposition.

At the breaking out of hostilities in 1861, he was watched and often drawn into conversation by his political opponents, who, knowing him to be a firm and devoted Democrat, evidently hoped that he might utter some sentiment which would enable them to procure his arrest and incarceration.

On August 16, 1862, he was arrested at his residence in Frenchtown by Deputy Marshall Abraham Harris from Trenton, lodged in the jail at Mount Holly where he remained for six days, when, by the order of the Secretary of War, he was transferred to the Old Capitol Prison in Washington, D. C.

Mr. Kugler's arrest was made on the affidavit of S. B. Hudnit, and others, who certified that on the 8th of August, 1862, he had said: "Lincoln had no right to call out seventy-five thousand

troops without first convening Congress; and that if the South had her just dues there would never have been a rebellion; and that his conversation generally had a tendency to discourage enlistments."

On ascertaining the cause of his arrest, his son obtained several affidavits from men of both parties, denying the above-stated assertions of Hudnit and others. These he placed in the hands of Judge-Advocate Turner at Washington. Through the influence of ex-Governor Vroom, of New Jersey; Colonel Murphy, of the 10th New Jersey Volunteers, and others, Mr. Kugler was largely saved from the more unfortunate experiences others were obliged to go through, and after a short detention he was released from confinement and returned to his home at Frenchtown, where he peacefully lived until, in 1864, when he was taken down with sickness and passed away.

Further, simply by way of illustrating the intolerance that comes with war. In Revolutionary days there was also intense and often bitter feeling. The Rev. William Frazer was then the rector of the Episcopal Church at Ringoes. He was supported by a British Missionary Society, and in his prayers he did not omit supplication for the royal family, which was, of course, obnoxious to the patriots of the community. On

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one Sunday morning, on entering the church, he found a rope hanging over the pulpit. Public sentiment grew so violent that worship in the church was suspended for the time, but fortunately, in this instance, there was no personal violence, and he again resumed his active pastorate after the ending of the conflict.

GEORGE OPDYKE

Born December 7, 1805, in Kingwood Township and his boyhood spent on the homestead farm. He taught school at the age of 16, and when 18 years of age he became clerk in the country store at Baptistown. When he became 20 years of age he decided this field was too small and succeeded in influencing a neighbor boy to go west with him. They borrowed five hundred dollars each and started forth, making their way to Cleveland. This was a frontier trading post at the time and they opened a general store at this point. They cleared five hundred dollars apiece the first year, but Opdyke said to his partner: "This place is too slow, let us try elsewhere."

They sold out and started down the Ohio and Mississippi Rivers in a flat boat. The looks of Vicksburg and Natchez did not appeal to them, and they proceeded on to New Orleans, where the clothing business looked like the sought-for opportunity, so they started in that line, clearing six thousand each the first year.

In 1832 Mr. Opdyke moved his business to New York City. Later he went into the wholesale dry goods and importing business. He became an accomplished scholar and a deep thinker.

Learned men sought his society. He became a director in one of the largest banks in New York City.

After the inauguration of President Lincoln, the President offered Mr. Opdyke the office of Collector of the Port of New York, but the appointment was declined with thanks. The Draft Riots of Civil War days occurred while Mr. Opdyke was Mayor of New York City.

In 1867 he retired from the dry goods business; established a banking house with his sons and advanced funds for the building of more than one thousand miles of railroad in different parts of the country.

The last few years of his life were spent in retirement, and he died June 12, 1880, at the age of 75 years.

DR. EDMUND PORTER

Doctor Porter was the first physician to start the practice of medicine in Frenchtown. He was born in Connecticut in the year of 1791. He first began practice at Easton, Pa., moved from there to Union County, Pa., next to the West Indies, and finally to Frenchtown in 1820, where he continued as a practicing physician until his death in 1826.

He was a prolific writer on medical and other subjects, built a residence in Frenchtown in 1823, and placed a manuscript in the foundation wall at the time of building. Some thirty years afterwards, curiosity getting the better of someone, this manuscript was dug out and found to be quite voluminous, containing much information as to the then residents of the place, some medical advice, advice on preparing for the future life and other miscellaneous matters of general interest.

Doctor Porter was one of the founders of the Hunterdon County Medical Society, as well as one of its first delegates to the State Medical Society. He was twice a candidate, and once elected a Member of the General Assembly of the

state of New Jersey. His portrait is still in the possession of the Hunterdon County Medical Society. He is believed to have died leaving no direct descendants.

FINIS

AND now, having come to the place where we must draw the curtain, permit us in closing, briefly to quote from an earlier book, "Planning and Planting for the Home Beautiful," wherein Frenchtown was spoken of as a symbol of the ideal small town in which to live and to enjoy life:

"The writer's thought turns to a little town nestling in a beautiful and fertile valley betwixt the hills, while to the west silently flows the silvery river in its quest of the boundless deep. No millionaire resides here; neither does abject poverty here rear its unsightly head. Those who dwell within its gates are the fortunate everyday sort of folk who find a real pleasure in doing well their daily tasks, or, mayhap, they have been long in harness, and are now resting in contentment and peace in the cool shade of the late afternoon of life.

"Here, practically everybody is everyone else's friend; ready to be of help or service in any day of great need. It is here also that the stranger who comes this way may hope to find peace and rest; mayhap as a tonic to jaded nerves, while enjoying to the full the natural scenic beauty here to be found on every hand. Such an one here

makes discovery of a town of well-kept homes and grounds which show the pride of ownership; the streets lined with fine old shade; many of the trees arching their limbs and branches overhead, forming a dome or canopy over the thoroughfare, and providing an abundance of welcome shade during the heated days of summer; appreciated alike by he who passes by and by those who dwell within the homes along the quiet streets. Although by no means pretentious; such a place as Frenchtown is a mighty good place to call home."

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